BLOOMINGTON PHASE 1 PROJECT (APN 0252-051-06; APN 0252-051-0669; AND APN 0252-051-0670) TRAFFIC IMPACT ANALYSIS

County of San Bernardino

Prepared for

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Under the Supervision of:

_____ Date: 8/14/2013

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August 14, 2013

JN 135614

TABLE OF CONTENTS

LIST OF TABLES

LIST OF EXHIBITS

EXECUTIVE SUMMARY

This study analyzes forecast traffic conditions associated with the proposed Bloomington Phase 1 Project located in the City of Bloomington. Access for the project site is planned via one full access driveway planned to be signalized as part of the project and two right-turn exit only driveways located on Valley Boulevard. The project consists of the following land use components:

- 196 dwelling units, which consists of 65 senior units, 112 family units, and 19 Mental Health Services Act (MHSA) units;
- 1,250 square foot Senior Housing Community Building (for residents only);
- 2,000 square foot Family Housing Community Building (for residents only);
- 1,250 square foot Social Services Facility (for residents only);
- 750 square foot Leasing Office (for residents only); and
- 6,000 square foot Library.

The proposed project is forecast to generate approximately 1,432 daily trips, which include approximately 86 a.m. peak hour trips and 141 p.m. peak hour trips.

Based on applicable agency thresholds of significance, the addition of project-generated trips at the study intersections is forecast to result in no significant traffic impacts for any of the analysis scenarios.

No traffic mitigation measures are required for the proposed project since no significant traffic impacts are forecast to occur as a result of the proposed project. However, to ensure proper implementation and operation of the proposed traffic signal at the Project Main Driveway / Valley Boulevard study intersection, the following mitigation measure is recommended:

Mitigation Measure **Project Main Driveway / Valley Boulevard -** Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

INTRODUCTION

This study analyzes forecast traffic conditions associated with the proposed Bloomington Phase 1 Project located in the City of Bloomington. Access for the project site is planned via one full access driveway planned to be signalized as part of the project and two right-turn exit only driveways located on Valley Boulevard. The project consists of the following land use components:

- 196 dwelling units, which consists of 65 senior units, 112 family units, and 19 Mental Health Services Act (MHSA) units;
- 1,250 square foot Senior Housing Community Building (for residents only);
- 2,000 square foot Family Housing Community Building (for residents only);
- 1,250 square foot Social Services Facility (for residents only);
- 750 square foot Leasing Office (for residents only); and
- 6,000 square foot Library.

Exhibit 1 shows the regional location of the project site. Exhibit 2 shows the project site location.

This traffic study is based on the approved San Bernardino County Scoping Agreement dated June 5, 2013; a copy of the signed Scoping Agreement is contained in Appendix A.

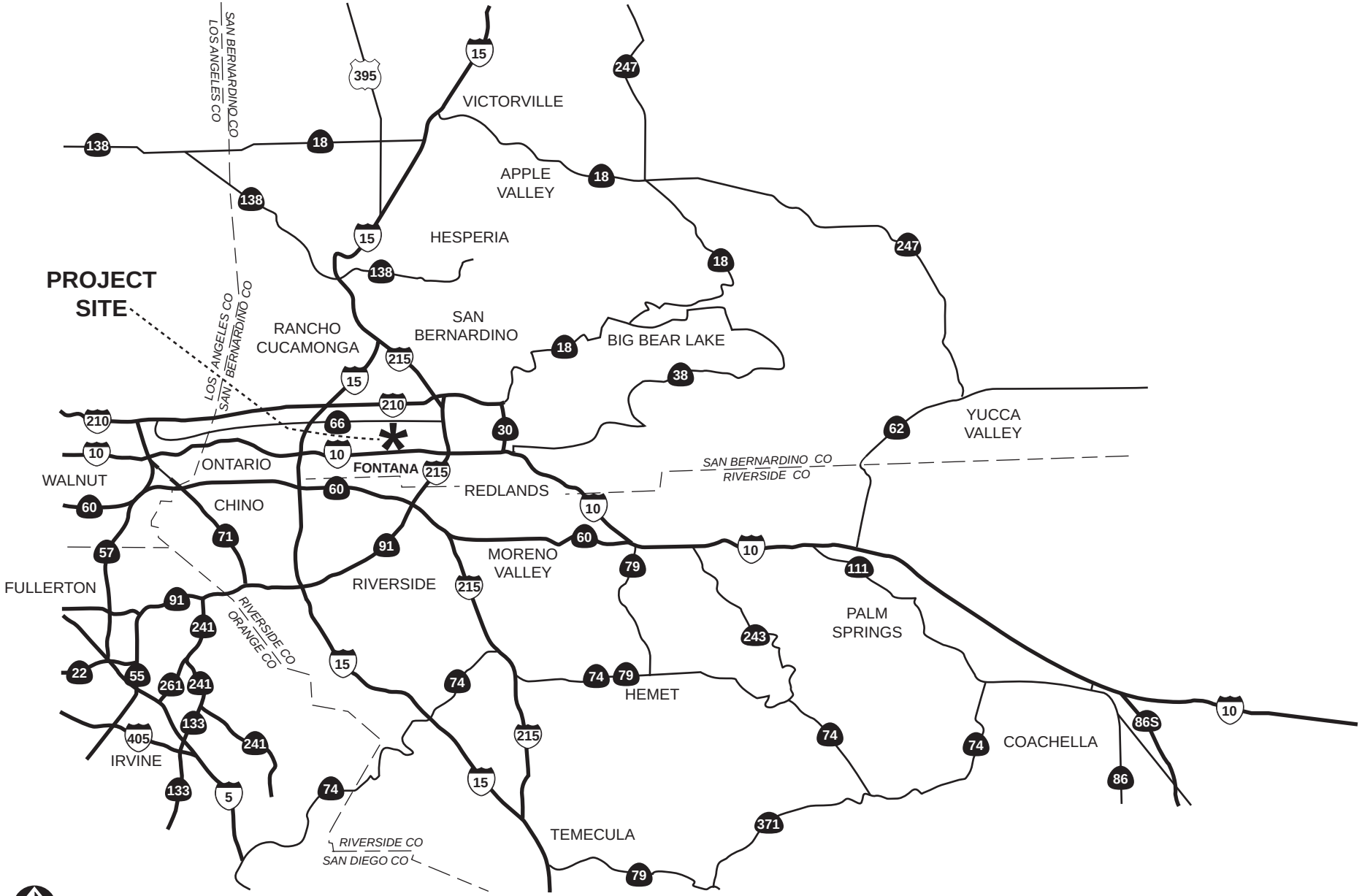
Study Area

This study analyzes the following eight (8) intersections in the vicinity of the project site:

1. Project Westerly Driveway/Valley Boulevard (future intersection);
2. Project Main Driveway/Valley Boulevard (future intersection);
3. Project Easterly Driveway/Valley Boulevard (future intersection);
4. Locust Avenue/Valley Boulevard;
5. Linden Avenue/Valley Boulevard;
6. Cedar Avenue/Valley Boulevard;
7. Cedar Avenue/I-10 Westbound Ramps; and
8. Cedar Avenue/I-10 Eastbound Ramps.

Exhibit 3 shows the location of the study intersections, which are analyzed for the following six analysis scenarios:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Year 2015 With Ambient Traffic Without Project Conditions;
- Forecast Year 2015 With Ambient Traffic With Project Conditions;



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Regional Project Location

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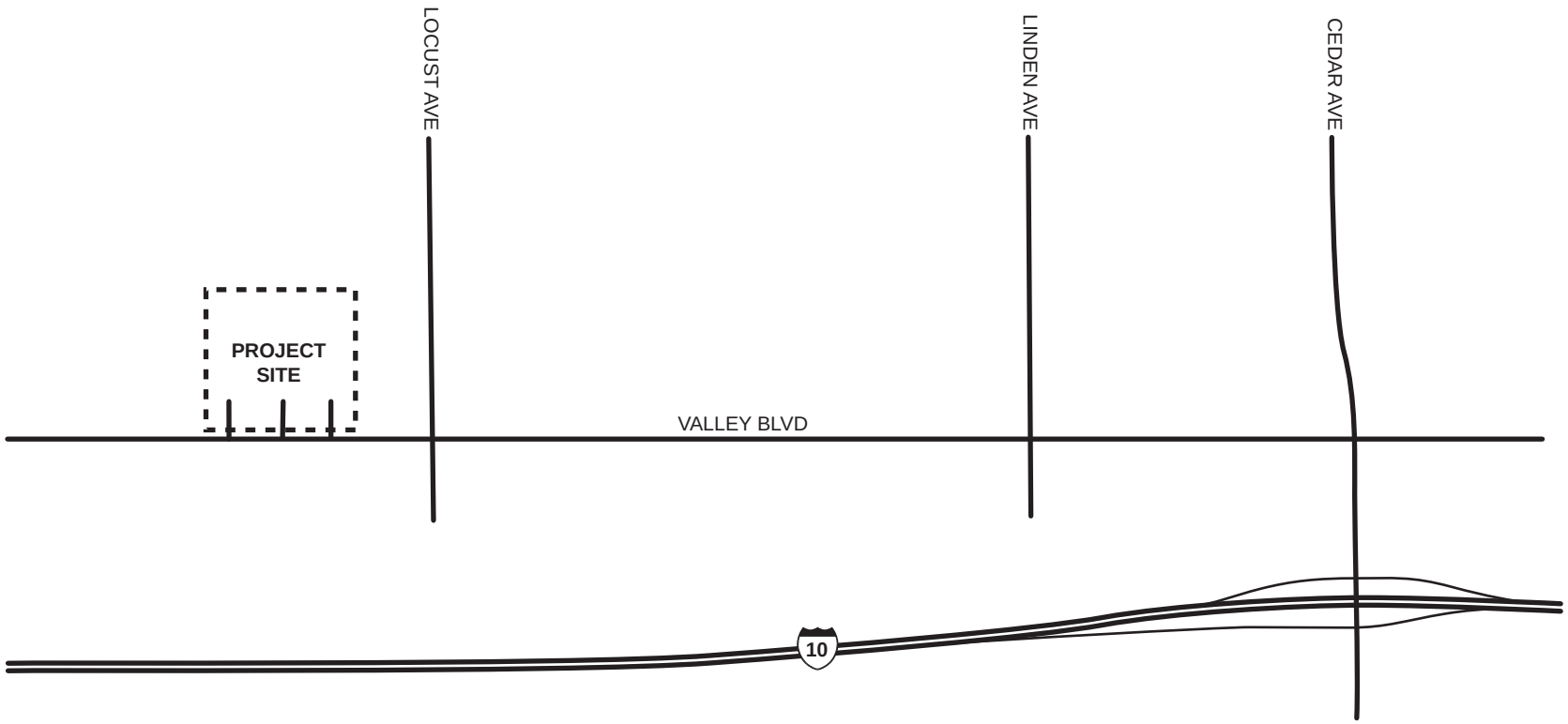
Exhibit 1



Legend:

Project Site Boundary

Not to Scale

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Project Site Location

Exhibit 2

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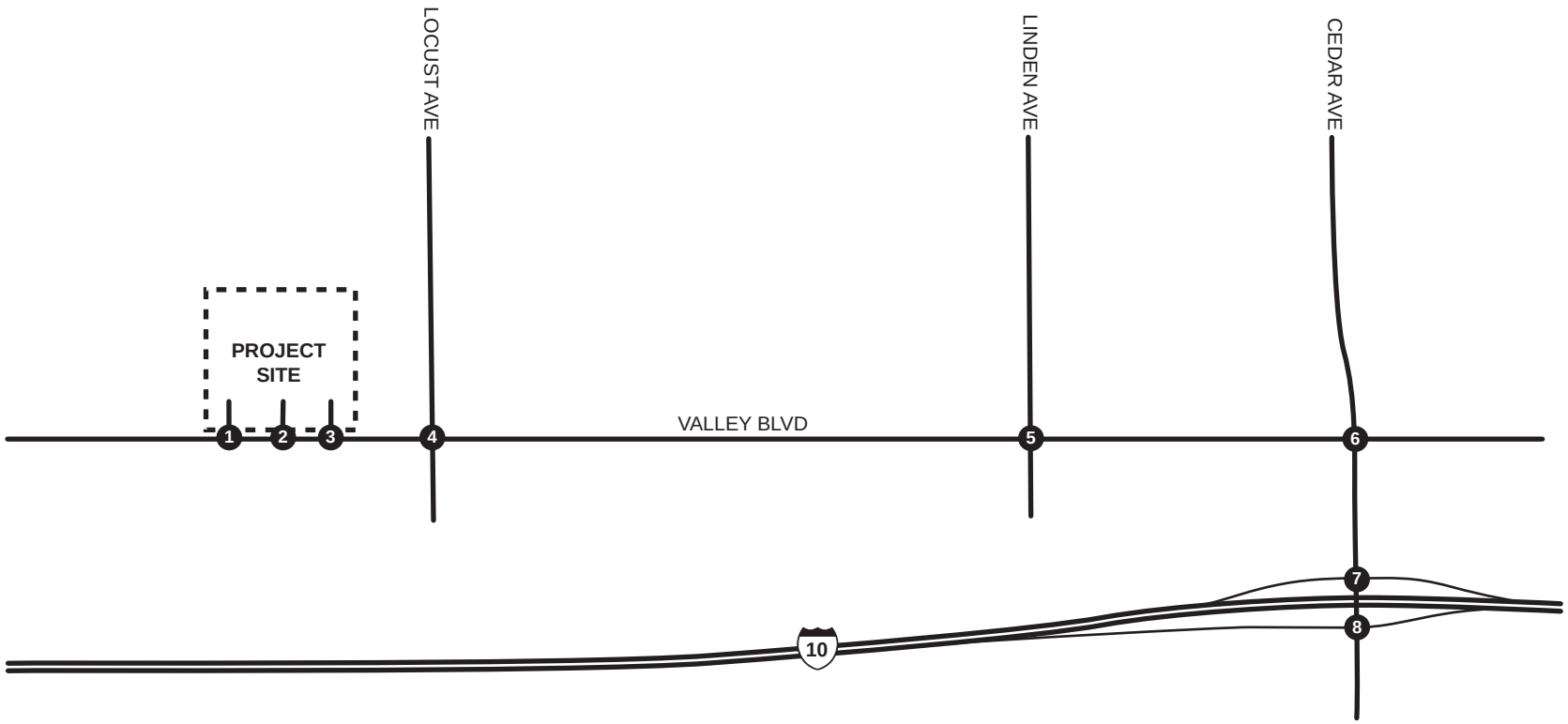

Legend:

X Study Intersection Location

Project Site Boundary

Not to Scale

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Study Intersection Locations

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Exhibit 3

- Forecast Year 2015 With Ambient & Cumulative Project Traffic Without Project Conditions; and
- Forecast Year 2015 With Ambient & Cumulative Project Traffic With Project Conditions.

ANALYSIS METHODOLOGY

Intersection Analysis Methodology

The County of San Bernardino utilizes the *Highway Capacity Manual (HCM)* intersection analysis methodology to analyze the operation of signalized and unsignalized intersections. The *HCM* analysis methodology describes the operation of an intersection using a range of level of service (LOS) from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for intersections shown in Table 1.

Table 1
LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	$\leq$ 10.0	< 10.0
B	> 10.0 $\leq$ 20.0	> 10.0 to < 15.0
C	> 20.0 $\leq$ 35.0	> 15.0 to < 25.0
D	> 35.0 $\leq$ 55.0	> 25.0 to < 35.0
E	> 55.0 $\leq$ 80.0	> 35.0 to < 50.0
F	> 80.0	> 50.0

Source: *2000 Highway Capacity Manual.*

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

County of San Bernardino Performance Criteria

The County of San Bernardino target for peak hour intersection operation is LOS D or better for study intersections.

County of San Bernardino Thresholds of Significance

The following criteria are used to determine if the addition of project traffic should be considered to have a significant impact and thus requires the identification of feasible mitigation measures to mitigate the significant impacts.

Signalized Intersections

Any study intersection that is operating at an acceptable LOS (LOS D or better) for any study scenario without project traffic in which the addition of project traffic causes the

intersection to degrade to a deficient LOS (LOS E or F) shall mitigate the impact to bring the intersection back to at least LOS D.

Any study intersection that is operating at a deficient LOS (LOS E or F) for any study scenario without project traffic shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added.

Unsignalized Intersections

An impact is considered significant if either section a) **or** both sections b) and c) occur.

a) The addition of project related traffic causes the intersection to change from an acceptable LOS (LOC D or better) to a deficient LOS (LOS E or F).

OR

b) The project contributes additional traffic to an intersection that is already projected to operate at a deficient LOS (LOS E or F).

AND

c) One or both of the following conditions are met:

    a. The project adds ten (10) or more trips to any approach.

    b. The intersection meets the peak hour traffic signal warrant after the addition of project traffic.

EXISTING CONDITIONS

Roadway Description

The characteristics of the roadway system in the vicinity of the project site are described below:

Cedar Avenue is generally a four-lane divided roadway with a painted median trending in a north-south direction. The posted speed limit on Cedar Avenue is 40 miles per hour; on-street parking is prohibited.

Linden Avenue is a two-lane undivided roadway trending in a north-south direction. The posted speed limit is 40 miles per hour on Linden Avenue; on-street parking is permitted.

Locust Avenue is a two-lane undivided roadway trending in a north-south direction. The posted speed limit is 40 miles per hour on Locust Avenue; on-street parking is permitted.

Valley Boulevard is a four-lane divided roadway with a painted median trending in an east-west direction. The posted speed limit is between 40 to 45 miles per hour on Valley Boulevard; on-street parking is permitted.

Existing Conditions Traffic Volumes

To determine existing operation of the study intersections during the a.m. peak period and p.m. peak period, traffic movement counts at all study intersections were collected in June 2013 on a typical weekday.

The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m. and the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The traffic volumes used in this analysis were taken from the highest hour within each peak period counted. Detailed study intersection traffic count data sheets are contained in Appendix B.

Exhibit 4 shows existing conditions a.m. and p.m. peak hour volumes at the study intersections.

Exhibit 5 shows existing study intersection geometry and control.

Existing Conditions Study Intersection Peak Hour Level of Service

Table 2 summarizes existing conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 2
Existing Conditions AM & PM
Peak Hour Study Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1. Project Westerly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
2. Project Main Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
3. Project Easterly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
4. Locust Ave/Valley Blvd	18.9 – B	15.2 – B
5. Linden Ave/Valley Blvd	14.1 – B	12.7 – B
6. Cedar Ave/Valley Blvd	23.3 – C	28.5 – C
7. Cedar Ave/I-10 WB Ramps	19.4 – B	22.1 – C
8. Cedar Ave/I-10 EB Ramps	25.5 – C	21.1 – C

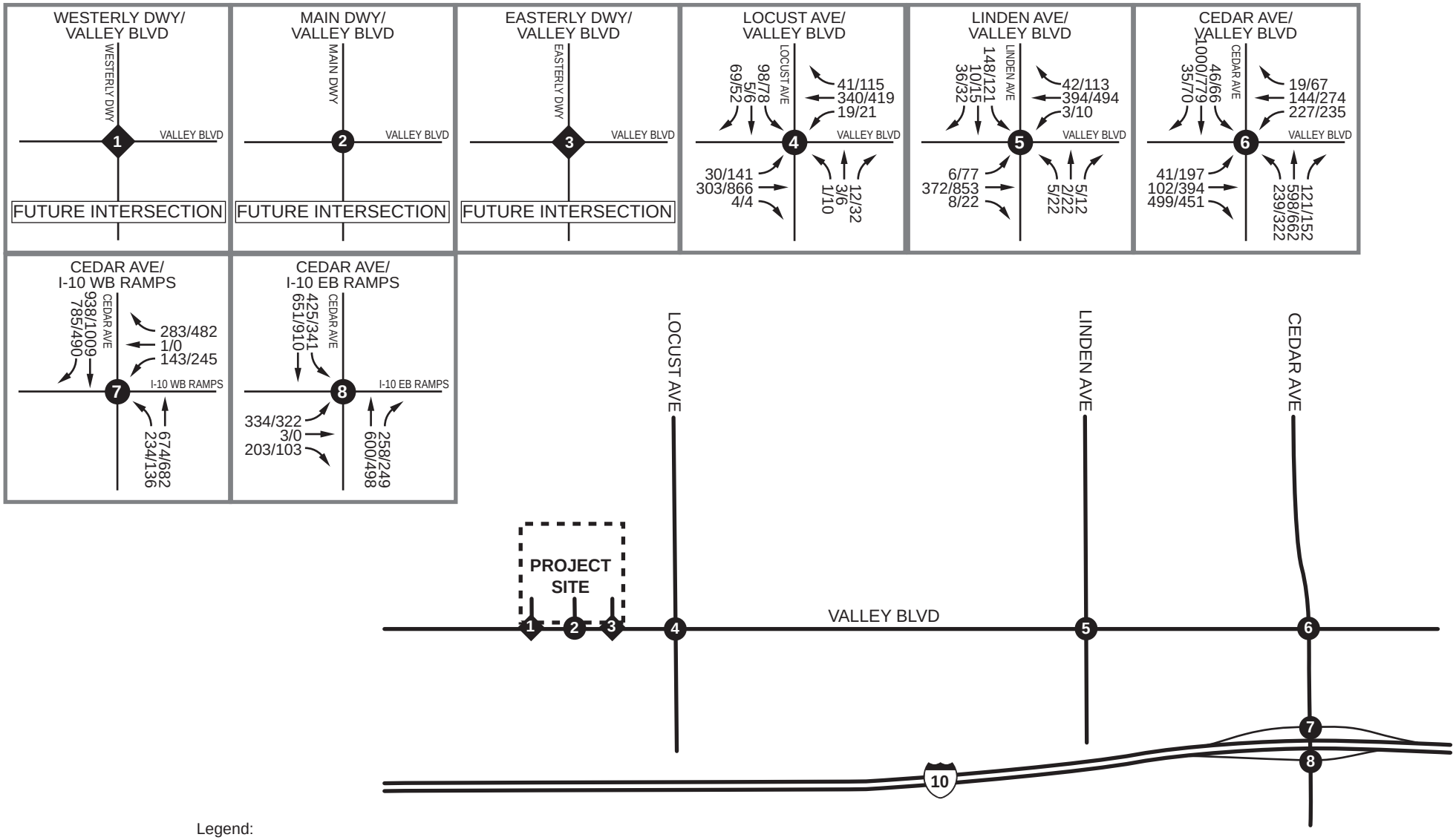
Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 2, the study intersections are currently operating at an acceptable LOS (LOS D or better) according to agency performance criteria for existing conditions.

PROPOSED PROJECT

The proposed project consists of the following land use components:

- 196 dwelling units, which consists of 65 senior units, 112 family units, and 19 Mental Health Services Act (MHSA) units;
- 1,250 square foot Senior Housing Community Building (for residents only);



Legend:

XX/XX AM/PM Peak Hour Intersection Volumes

Project Site Boundary

X Signalized Study Intersection

XX Unsignalized Study Intersection

Not to Scale

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A Baker Company

Existing AM/PM Peak Hour Intersection Volumes

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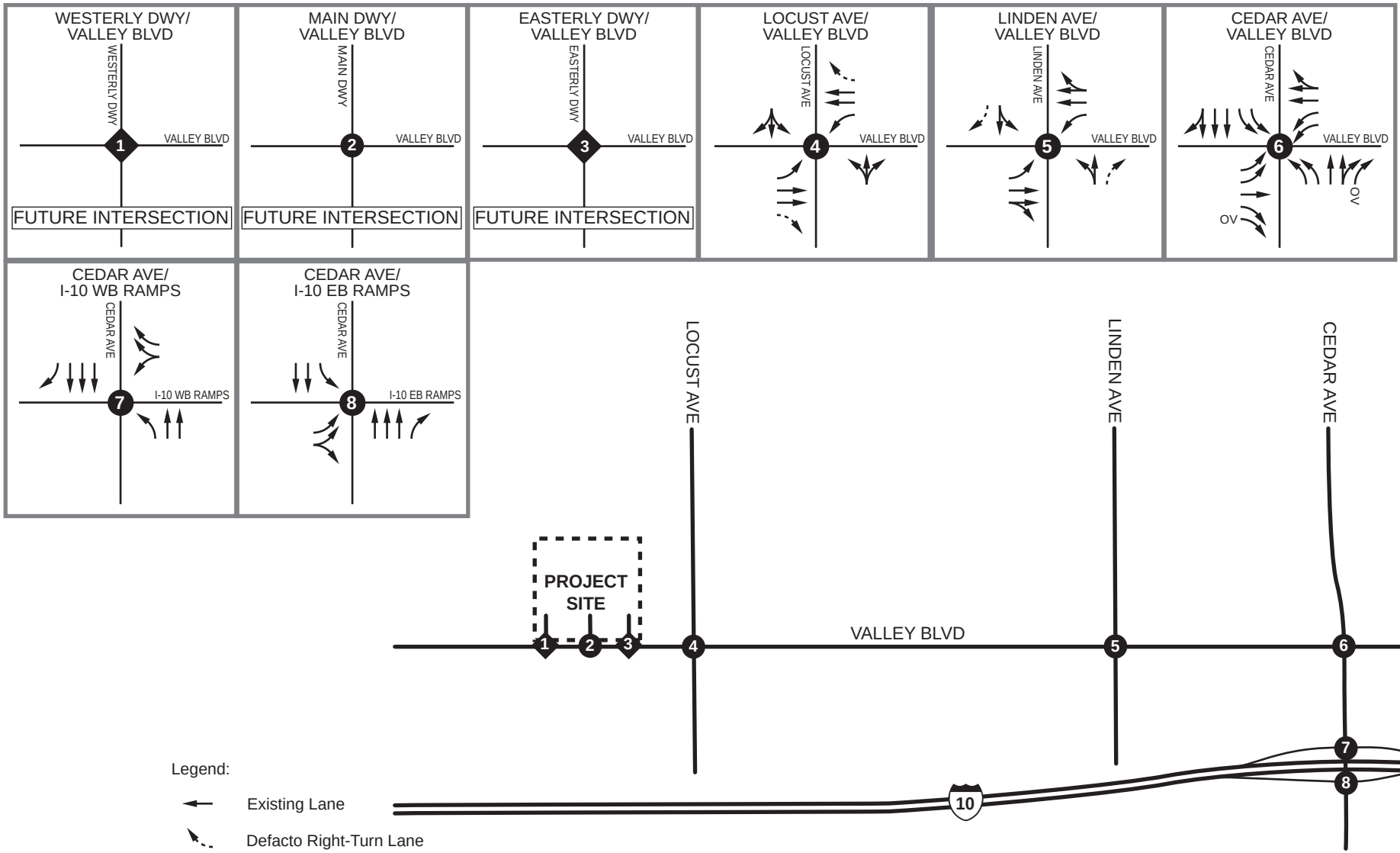
Exhibit 4



Not to Scale

RBF
A Baker Company

Existing Study Intersection Geometry

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Exhibit 5

- 2,000 square foot Family Housing Community Building (for residents only);
- 1,250 square foot Social Services Facility (for residents only);
- 750 square foot Leasing Office (for residents only); and
- 6,000 square foot Library.

Access for the project site is planned via one full access driveway planned to be signalized as part of the project and two right-turn exit only driveways located on Valley Boulevard.

The proposed project is planned to open in 2015. Exhibit 6 shows the proposed project site plan.

Forecast Project Trip Generation

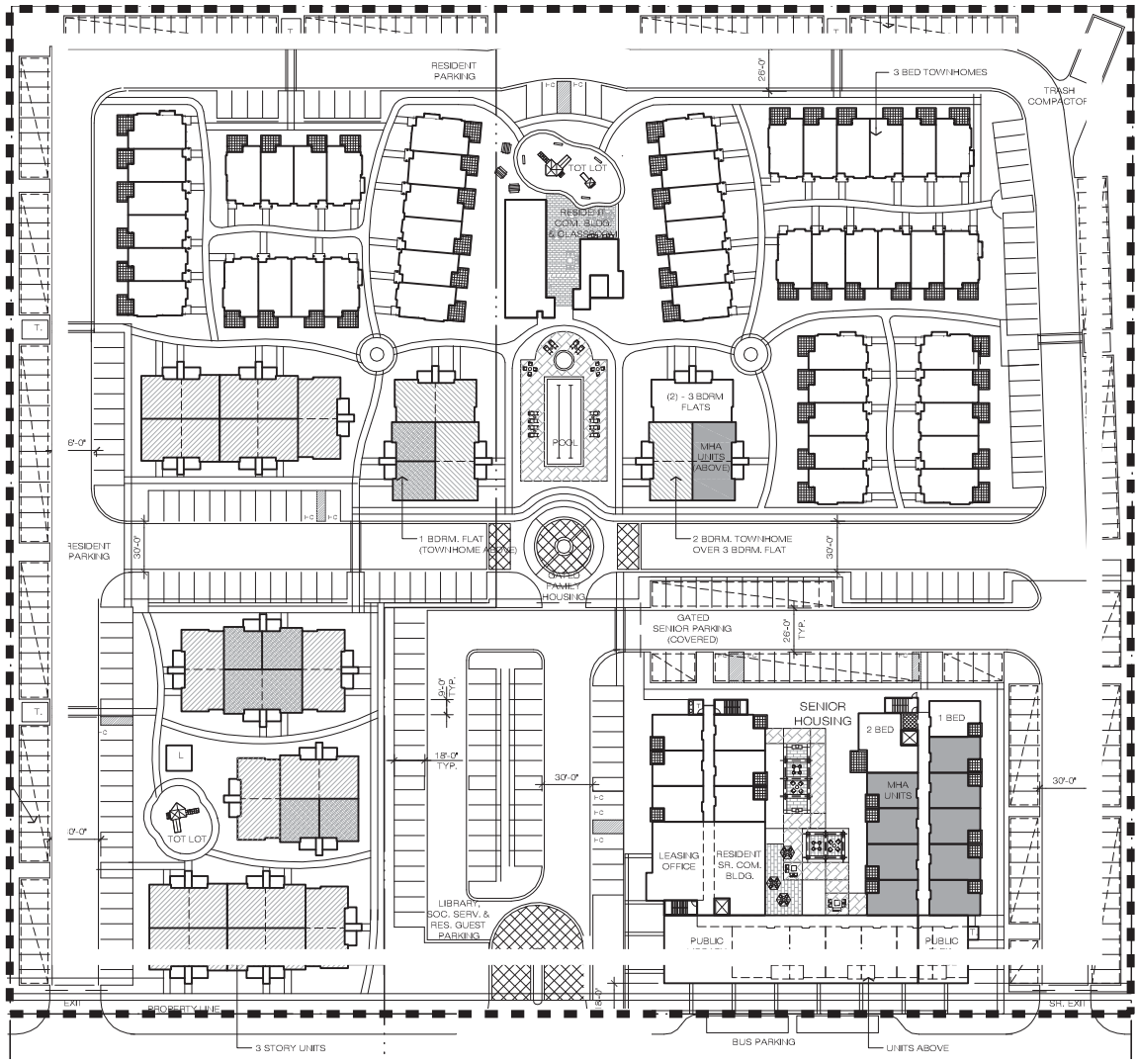
To determine forecast trip generation of the proposed project, *Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012)* published trip generation rates were used. Table 3 summarizes *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

Table 3
***ITE* Trip Rates for Proposed Project**

Land Use *(ITE Code)*	Units	AM Peak Hour Trip Rates			PM Peak Hour Trip Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Senior Housing Attached (252)	du	0.07	0.13	0.20	0.14	0.11	0.25	3.44
Library (590)	tsf	0.74	0.30	1.04	3.50	3.80	7.30	56.24

Sources: *2012 ITE Trip Generation Manual, 9th Edition.*
Notes: du = dwelling units; tsf = thousand square feet.

Table 4 summarizes the forecast trip generation of the proposed project utilizing the *ITE* trip generation rates shown in Table 3.



VALLEY BLVD

Legend:

■ ■ ■ ■ Project Site Boundary

Not to Scale

RBF A Baker Company

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Proposed Project Site Plan

Exhibit 6

Table 4
Forecast Trip Generation of Proposed Project

Land Use	AM Peak Hour Trip Generation			PM Peak Hour Trip Generation			Daily Trip Generation
	In	Out	Total	In	Out	Total	
Apartments – 131 units	13	54	67	52	29	81	871
Senior Housing – 65 units	5	8	13	9	7	16	224
Library – 6,000 square feet	4	2	6	21	23	44	337
Proposed Project Trip Generation	**22**	**64**	**86**	**82**	**59**	**141**	**1,432**

As shown in Table 4, the proposed project is forecast to generate approximately 1,432 daily trips, which include approximately 86 a.m. peak hour trips and 141 p.m. peak hour trips.

This is a conservative analysis since it does not assume any onsite trip capture reduction between the compatible land uses on the project site.

Forecast Project Trip Distribution

Exhibit 7 shows forecast trip distribution of project-generated trips during the a.m. and p.m. peak hour.

Forecast Project Trip Assignment

Exhibit 8 shows the corresponding a.m. peak hour and p.m. forecast peak hour assignment of project-generated trips assuming the trip percent distribution shown in Exhibit 7.

FORECAST EXISTING PLUS PROJECT CONDITIONS

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project to existing conditions.

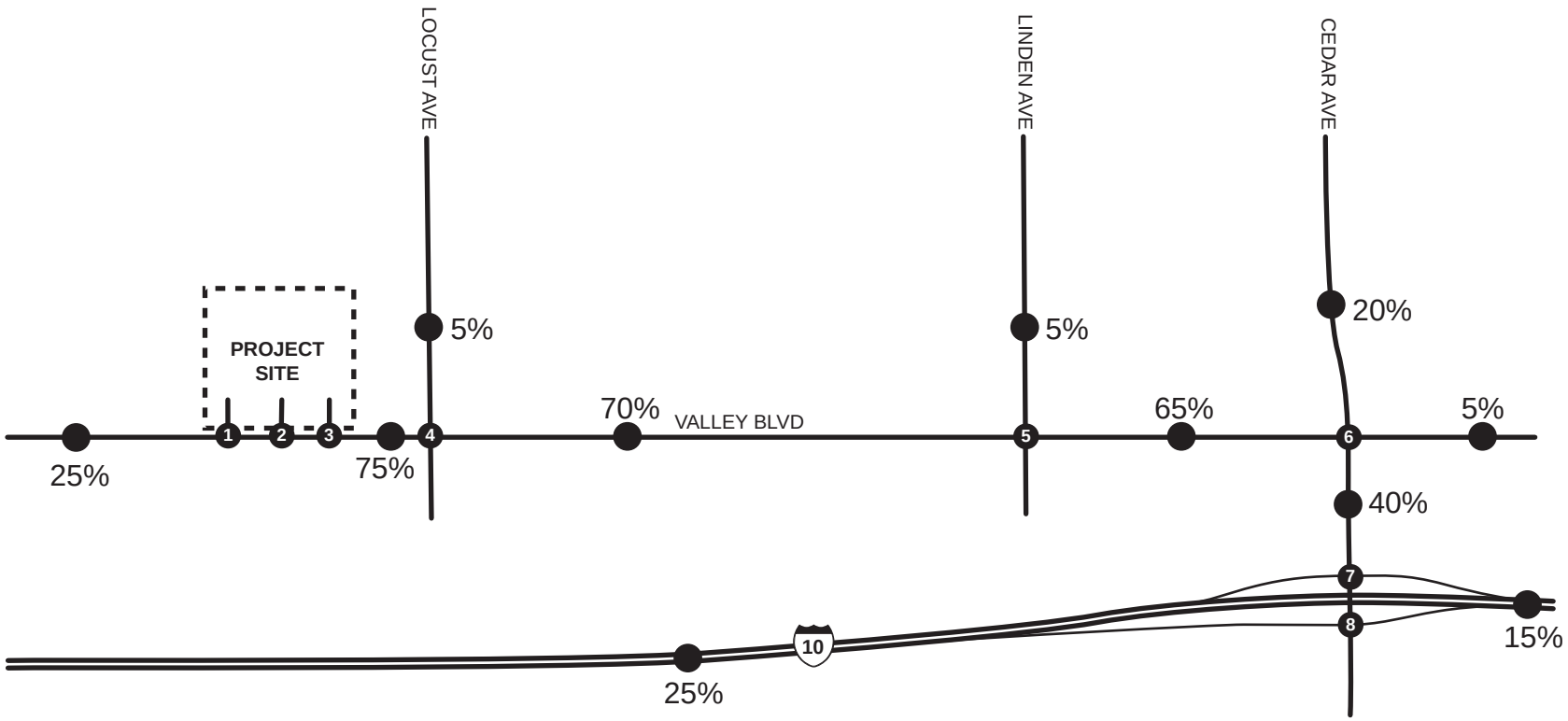
Forecast Existing Plus Project Conditions Traffic Volumes

Forecast existing plus project conditions peak hour traffic volumes were derived by adding project-generated trips to existing conditions traffic volumes.

Exhibit 9 shows forecast existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Existing Plus Project Conditions Study Intersection Peak Hour Level of Service

Table 5 summarizes forecast existing plus project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.



Legend:

XX%	Trip Percent Distribution
- - -	Project Site Boundary
X	Study Intersection Location

Not to Scale

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Forecast Trip Percent Distribution of Proposed Project

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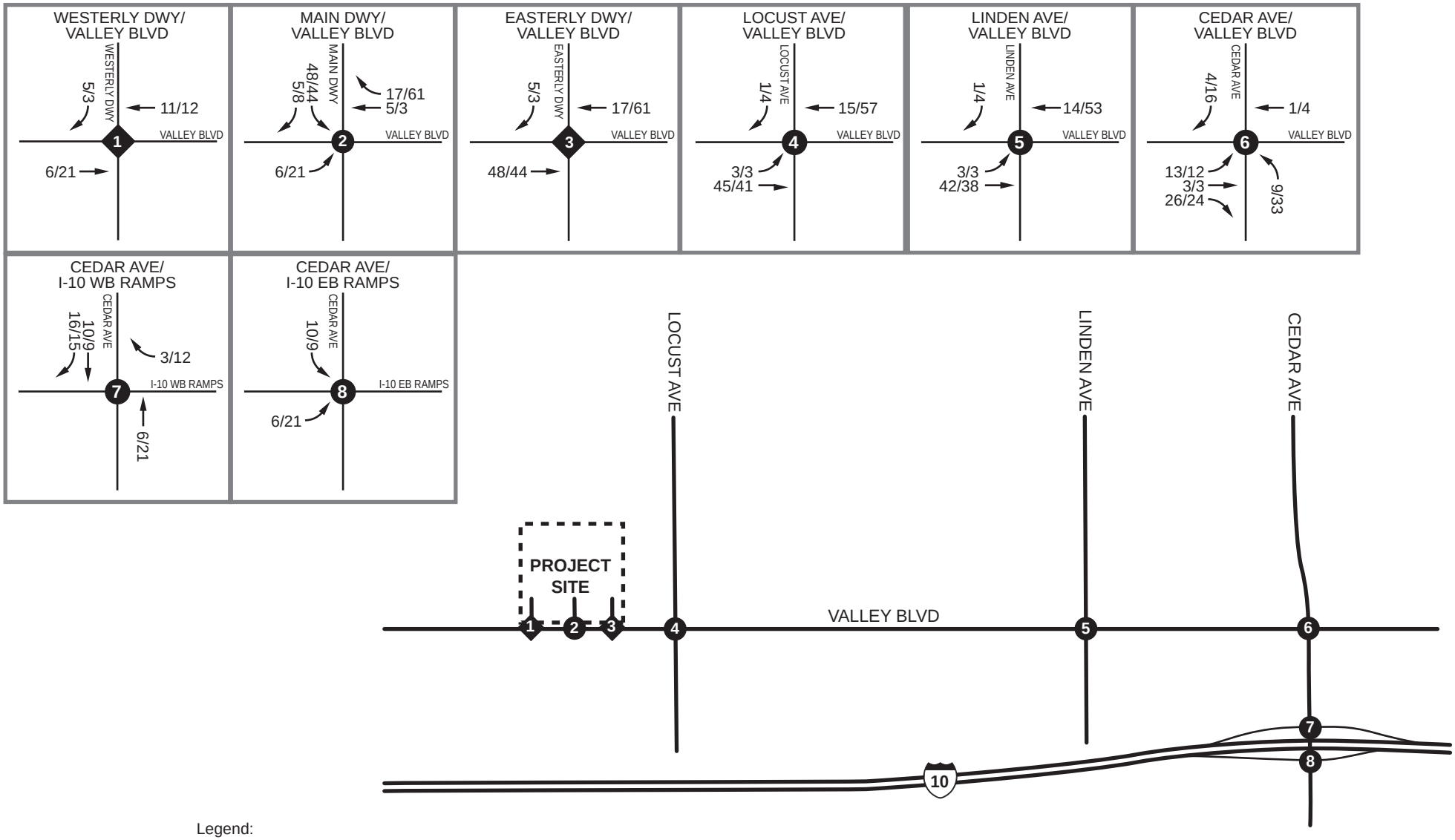
Exhibit 7



Legend:

XX/XX AM/PM Peak Hour Intersection Volumes

Project Site Boundary

X Signalized Study Intersection

XX Unsignalized Study Intersection

Not to Scale

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Forecast AM/PM Peak Hour Trip Assignment of Proposed Project

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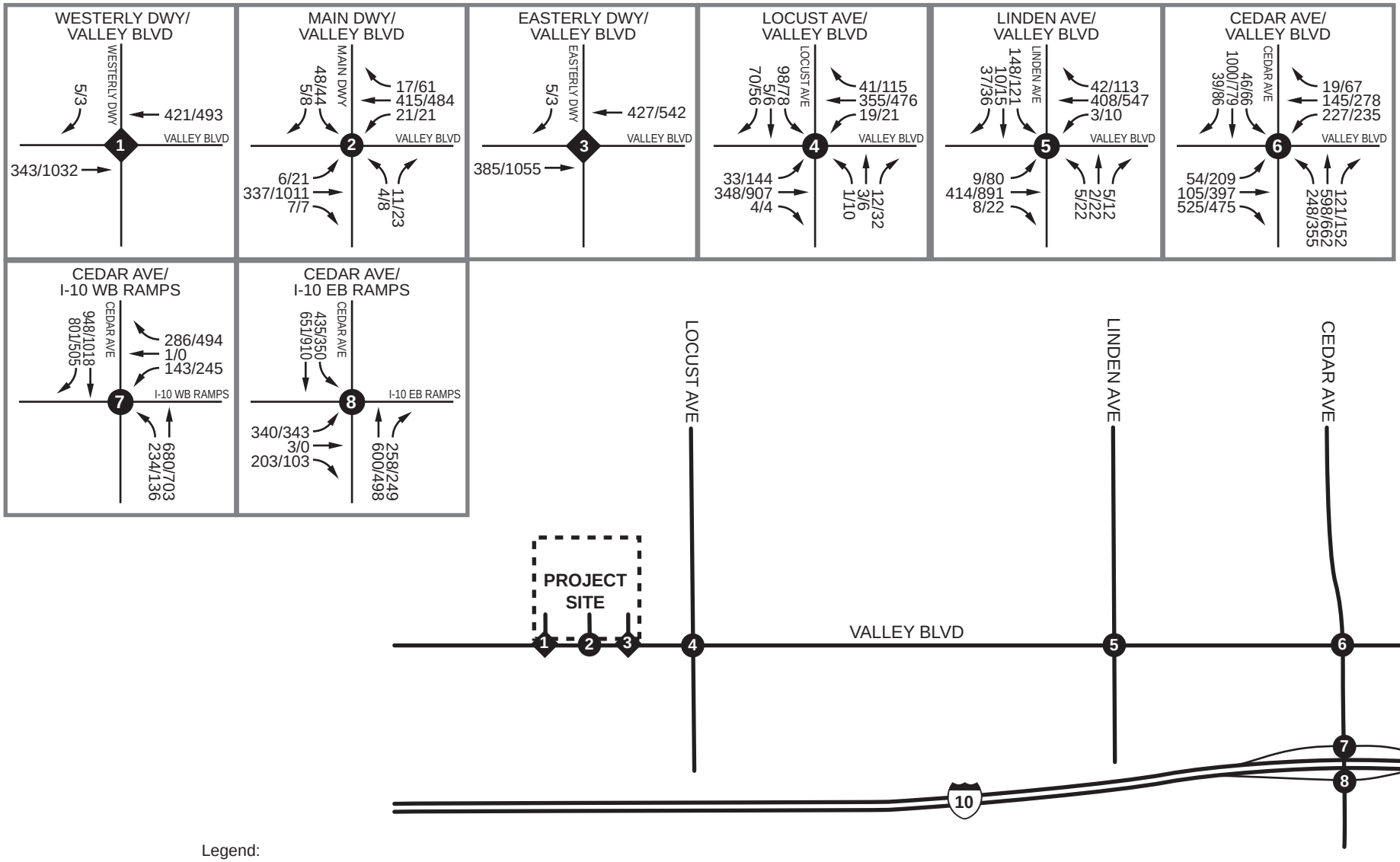
Exhibit 8



Legend:

XX/XX AM/PM Peak Hour Intersection Volumes

Project Site Boundary

X Signalized Study Intersection

XX Unsignalized Study Intersection

Not to Scale

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Forecast Existing Plus Project Conditions AM/PM Peak Hour Traffic Volumes

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Exhibit 9

Table 5
Forecast Existing Plus Project Conditions
AM & PM Peak Hour Study Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. Project Westerly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	9.5 – A	9.8 – A	No
2. Project Main Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	8.5 – A	5.6 – A	No
3. Project Easterly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	9.5 – A	9.9 – A	No
4. Locust Ave/Valley Blvd	18.9 – B	15.2 – B	18.7 – B	15.0 – B	No
5. Linden Ave/Valley Blvd	14.1 – B	12.7 – B	14.0 – B	12.5 – B	No
6. Cedar Ave/Valley Blvd	23.3 – C	28.5 – C	23.7 – C	28.6 – C	No
7. Cedar Ave/I-10 WB Ramps	19.4 – B	22.1 – C	19.5 – B	22.0 – C	No
8. Cedar Ave/I-10 EB Ramps	25.5 – C	21.1 – C	25.7 – C	21.4 – C	No

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 5, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast existing plus project conditions.

As also shown in Table 5, based on agency thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impacts at the study intersections for forecast existing plus project conditions. However, to ensure proper implementation and operation of the proposed traffic signal at the Project Main Driveway / Valley Boulevard study intersection, the following mitigation measure is recommended for forecast existing plus project conditions:

Mitigation Measure

Project Main Driveway / Valley Boulevard - Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

FORECAST YEAR 2015 WITH AMBIENT TRAFFIC WITHOUT PROJECT CONDITIONS

To determine potential traffic impacts of the proposed project on the study area at the 2015 opening year, forecast year 2015 with ambient traffic without project conditions are examined prior to forecast year 2015 with ambient traffic with project conditions. An ambient annual growth rate of one percent per year is utilized to increase existing traffic volumes to the 2015 horizon year to account for regional growth in the vicinity of the project site.

Exhibit 10 shows forecast year 2015 with ambient traffic without project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Year 2015 With Ambient Traffic Without Project Conditions Study Intersection Peak Hour Level of Service

Table 6 summarizes forecast year 2015 with ambient traffic without project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 6
Forecast Year 2015 With Ambient Traffic Without
Project Conditions AM & PM Peak Hour Study Intersection LOS

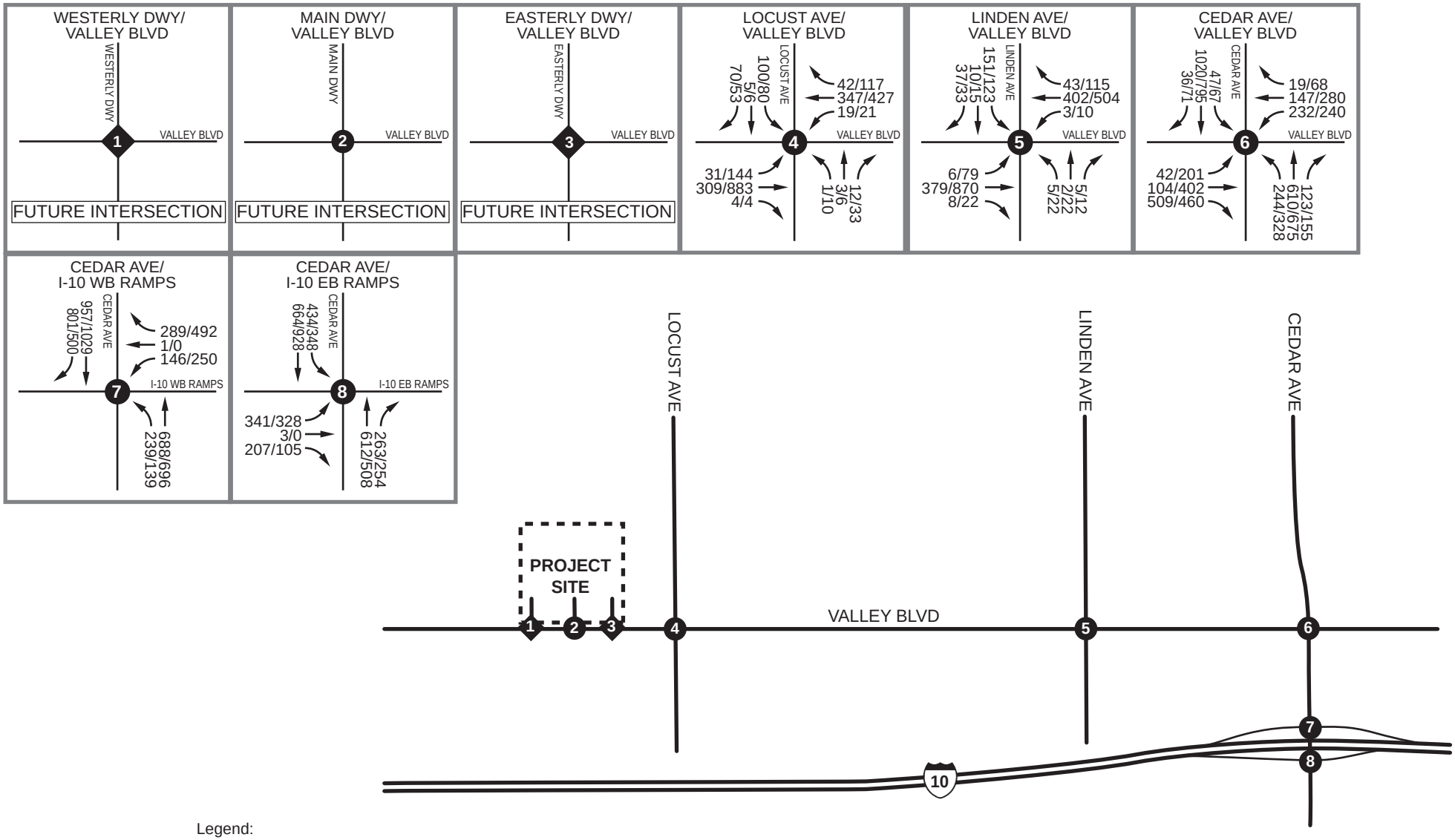
Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1. Project Westerly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
2. Project Main Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
3. Project Easterly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
4. Locust Ave/Valley Blvd	19.0 – B	15.3 – B
5. Linden Ave/Valley Blvd	14.1 – B	12.8 – B
6. Cedar Ave/Valley Blvd	23.5 – C	28.7 – C
7. Cedar Ave/I-10 WB Ramps	19.8 – B	22.3 – C
8. Cedar Ave/I-10 EB Ramps	25.7 – C	21.2 – C

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 6, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2015 with ambient traffic without project conditions.

FORECAST YEAR 2015 WITH AMBIENT TRAFFIC WITH PROJECT CONDITIONS

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project to forecast year 2015 with ambient traffic without project conditions.



Legend:

XX/XX AM/PM Peak Hour Intersection Volumes

Project Site Boundary

X Signalized Study Intersection

XX Unsignalized Study Intersection

Not to Scale

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Forecast Year 2015 With Ambient Traffic Without Project Conditions AM/PM Peak Hour Traffic Volumes

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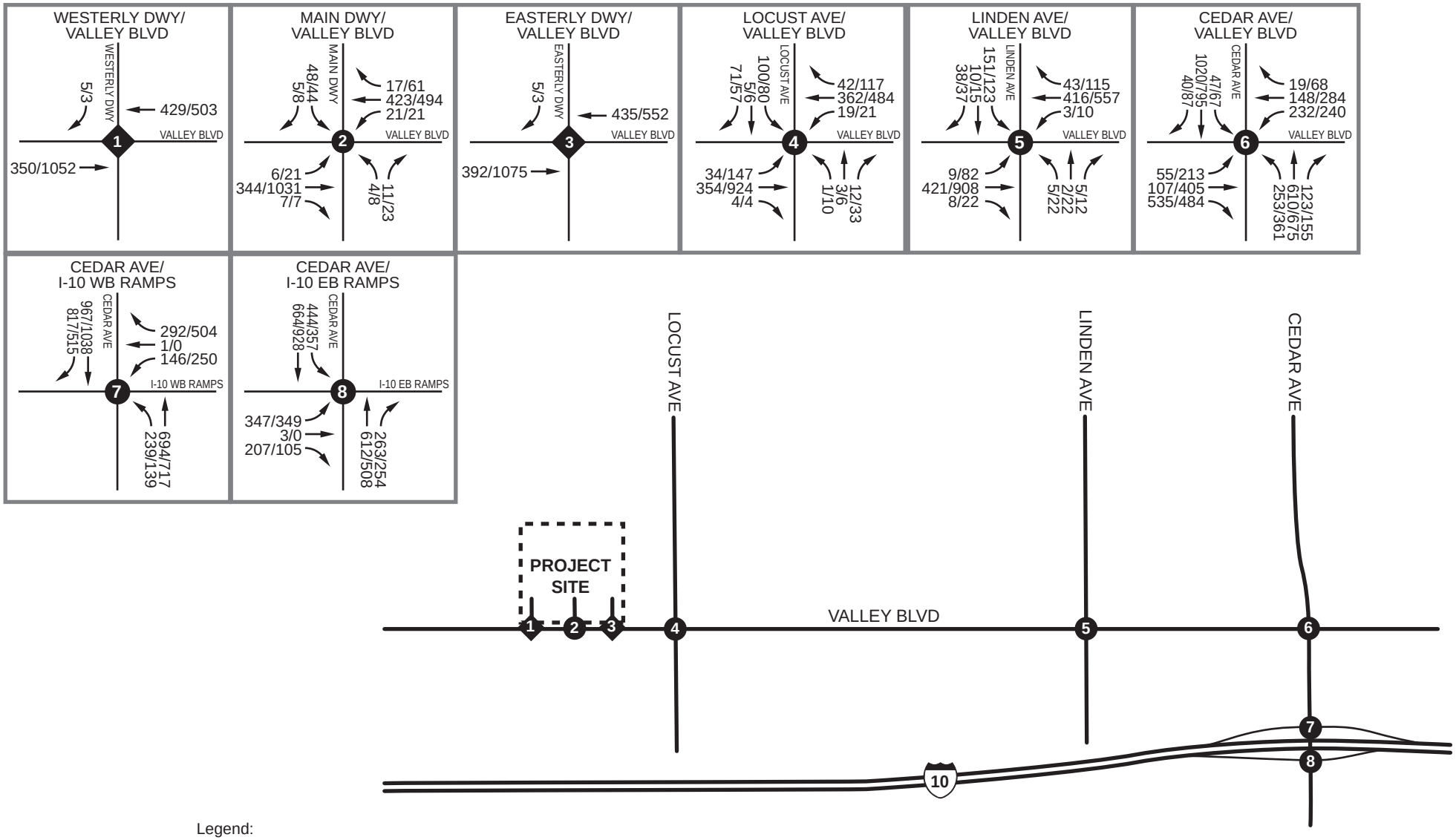
Exhibit 10



Legend:

XX/XX AM/PM Peak Hour Intersection Volumes

Project Site Boundary

X Signalized Study Intersection

XX Unsignalized Study Intersection

Not to Scale

RBF A Baker Company

Forecast Year 2015 With Ambient Traffic With Project Conditions AM/PM Peak Hour Traffic Volumes

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Exhibit 11

Forecast Year 2015 With Ambient Traffic With Project Conditions Traffic Volumes

Forecast year 2015 with ambient traffic with project conditions volumes were derived by adding project-generated trips to forecast year 2015 with ambient traffic without project conditions traffic volumes.

Exhibit 11 shows forecast year 2015 with ambient traffic with project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Year 2015 With Ambient Traffic With Project Conditions Study Intersection Peak Hour Level of Service

Table 7 summarizes forecast year 2015 with ambient traffic with project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 7
Forecast Year 2015 With Ambient Traffic With Project Conditions AM & PM Peak Hour Study Intersection LOS

Study Intersection	FY 2015 With Ambient Traffic Without Project Conditions		FY 2015 With Ambient Traffic With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. Project Westerly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	9.5 – A	9.8 – A	No
2. Project Main Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	8.4 – A	5.5 – A	No
3. Project Easterly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	9.6 – A	10.0 – A	No
4. Locust Ave/Valley Blvd	19.0 – B	15.3 – B	18.7 – B	15.0 – B	No
5. Linden Ave/Valley Blvd	14.1 – B	12.8 – B	14.0 – B	12.5 – B	No
6. Cedar Ave/Valley Blvd	23.5 – C	28.7 – C	23.8 – C	28.8 – C	No
7. Cedar Ave/I-10 WB Ramps	19.8 – B	22.3 – C	19.9 – B	22.3 – C	No
8. Cedar Ave/I-10 EB Ramps	25.7 – C	21.2 – C	25.9 – C	21.5 – C	No

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 7, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2015 with ambient traffic with project conditions.

As also shown in Table 7, based on agency thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impacts at the study intersections for

forecast year 2015 with ambient traffic with project conditions. However, to ensure proper implementation and operation of the proposed traffic signal at the Project Main Driveway / Valley Boulevard study intersection, the following mitigation measure is recommended for forecast year 2015 with ambient traffic with project conditions:

Mitigation Measure **Project Main Driveway / Valley Boulevard -** Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

FORECAST YEAR 2015 WITH AMBIENT & CUMULATIVE PROJECT TRAFFIC WITHOUT PROJECT CONDITIONS

To determine potential traffic impacts of the proposed project on the study area at the 2015 opening year, forecast year 2015 with ambient and cumulative project traffic without project conditions are examined prior to forecast year 2015 with ambient and cumulative project traffic with project conditions.

Forecast Year 2015 With Ambient & Cumulative Project Traffic Without Project Conditions Peak Hour Traffic Volumes

To derive forecast year 2015 with ambient and cumulative project traffic without project conditions traffic volumes, an ambient annual growth rate of one percent per year was applied to existing traffic volumes to the 2015 horizon year to account for regional growth in the vicinity of the project site. Additionally, forecast year 2015 with ambient and cumulative traffic without project conditions includes the addition of trips associated with the following twelve (12) cumulative projects identified by County of San Bernardino staff that are assumed to be constructed by year 2015, which are not yet built and therefore, not yet generating trips:

1. APN 0252-032-70-0000 (Project #P200500635): 15,000 square feet of retail & office;
2. APN 0252-141-64-0000 (Project #P200900316): 3,294 square feet of take-out food service;
3. APN 0252-041-58-0000 (Project #P201000004): 13,492 square feet addition of recreational center to an existing church;
4. APN 0252-151-08-0000 (Project #P200600703): 3,265 square feet of drive through restaurant, 7,200 square feet of retail and 20,750 square feet of industrial building;
5. APN 0252-151-67-0000 (Project #P201200382): 610,120 square feet of warehouse;
6. APN 0256-031-10-0000 (Project #P201000234): Contractor storage yard with 1,317 square feet of office;

7. APN 0252-173-28-0000 (Project #P201200105): 19,836 square feet of warehouse;
8. APN 0257-081-01-0000 (Project #P200800292): Gas station with 3,250 square feet of convenience market and a 2,800 square feet of fast restaurant;
9. APN 0257 081-01-0000 (Project #P201200375): 11,543 square feet of discount retail;
10. APN 0253-271-24-0000 (Project #P200600148): 17 single family detached residential units:
11. APN 0253-123-39-0000 (Project #P200700765): 9,148 square feet of auto dealership; and
12. APN 0253-203-25-0000 (Project #P200700872): 45-seat fast food with drive through restaurant.

Trip Generation of Cumulative Projects

Table 8 summarizes peak hour trips forecast to be generated by the cumulative projects.

Table 8
Forecast Trip Generation of Cumulative Projects

Cumulative Project No.	Land Use	AM Peak Hour Trip Generation			PM Peak Hour Trip Generation			Daily Trip Generation
		In	Out	Total	In	Out	Total	
P200500635 [1]	7.5 tsf Retail	5	3	8	9	9	18	311
	7.5 tsf Office	10	1	11	2	9	11	83
P200900316 [2]	3.294 tsf Take Out Food Service	39	37	76	28	26	54	1,580
P201000004 [3]	13.492 tsf Recreational Center	18	9	27	18	19	37	456
P200600703 [2, 4, 5]	3.265 tsf Drive Through Restaurant	39	37	76	27	25	52	1,566
	7.2 tsf Retail	4	3	7	9	9	18	298
	20.75 tsf Industrial	17	2	19	2	18	20	145
P201200382 [6]	610.12 tsf Warehouse	146	37	183	49	146	195	2,172
P201000234 [7]	1.317 tsf Office	2	0	2	0	2	2	15
P201200105 [6]	19.836 tsf Warehouse	5	1	6	2	5	7	71
P200800292 [2, 8]	Gas Station with Convenience Store	23	23	46	36	36	72	1,863
	2.8 tsf Fast Food Restaurant	33	32	65	24	22	46	1,343
P201200375 [9]	11.543 tsf Discount Retail	17	12	29	37	37	74	1,027

Cumulative Project No.	Land Use	AM Peak Hour Trip Generation			PM Peak Hour Trip Generation			Daily Trip Generation
		In	Out	Total	In	Out	Total	
P200600148	17 du Single Family Detached Residential	3	10	13	11	6	17	162
P200700765 [11]	9.148 tsf Auto Dealership	13	4	17	10	14	24	295
P200700872 [2]	45 seat Fast Food With Drive Through Restaurant	15	14	29	11	10	21	856
Proposed Project Trip Generation		**389**	**225**	**614**	**275**	**393**	**668**	**12,243**

Notes: Trip generates are based on ITE *Trip Generation manual (9th Edition)*

1 = Based on ITE Retail Land Use (Code 820) with ITE-identified 34% PM Peak Hour Pass-by Trip Reduction and ITE General Office Land Use (Code 710). Assumes 50% of Land Use is Retail (ITE Code 820) and 50% is Office (ITE Code 710);

2 = Based on Fast Food with Drive Through Land Use (ITE Code 934) with ITE-identified 49% AM Peak Hour and 50% PM Peak Hour Pass-by Trip Reduction;

3 = Based on ITE Recreational Community Center Land Use (Code 495);

4 = Based on retail land use (ITE Code 820) with ITE-identified 34% PM peak hour pass-by trip reduction;

5 = Based on ITE General Industrial Land Use (Code 110);

6 = Based on ITE Warehouse Land Use (Code 150);

7 = Based on ITE General Office Land Use (Code 710);

8 = Based on ITE Gasoline/service Station with Convenience Market Land Use (Code 945) with ITE-identified 62% AM Peak Hour and 56% PM Peak Hour Pass-by Trip Reduction. Assumes 12 Vehicle Fueling Positions;

9 = Based on ITE Discount Supermarket Land Use (Code 854) with ITE-identified 23% PM Peak Hour Pass-by Trip Reduction;

10 = Based on ITE Single Family Detached Residential Land Use (Code 210); and

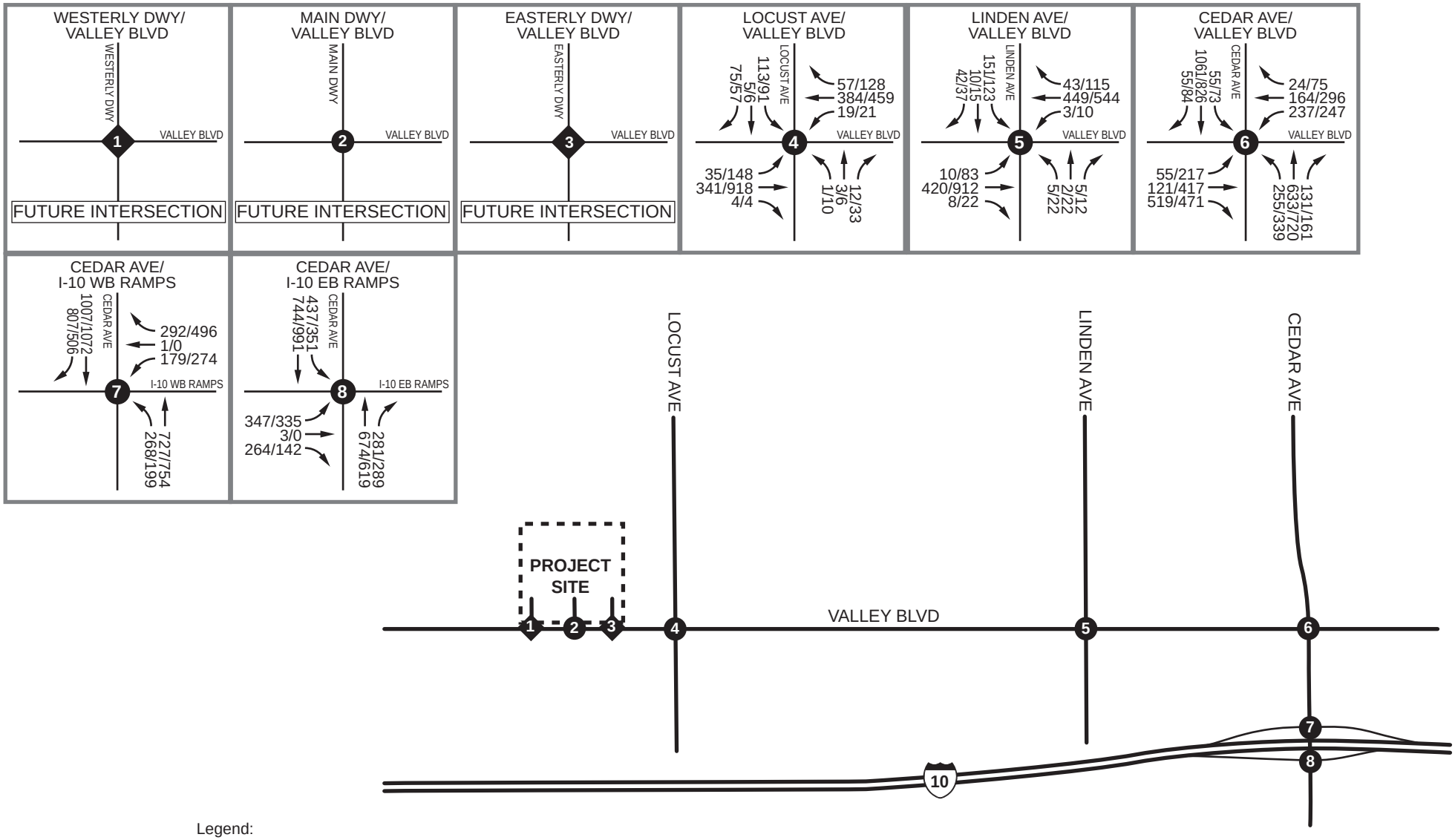
11 = Based on ITE Automobile Sales Land Use (Code 841).

As shown in Table 8, the cumulative projects are forecast to generate approximately 12,243 daily trips which include approximately 614 a.m. peak hour trips and 668 p.m. peak hour trips.

Exhibit 12 shows forecast year 2015 with ambient and cumulative project traffic without project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Year 2015 With Ambient & Cumulative Project Traffic Without Project Conditions Study Intersection Peak Hour Level of Service

Table 9 summarizes forecast year 2015 with ambient and cumulative project traffic without project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.



Legend:

XX/XX AM/PM Peak Hour Intersection Volumes

Project Site Boundary

X Signalized Study Intersection

XX Unsignalized Study Intersection

Not to Scale

RBF A Baker Company

Forecast Year 2015 With Ambient and Cumulative Project Traffic Without Project Conditions AM/PM Peak Hour Traffic Volumes

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AUG/2013

Exhibit 12

Table 9
Forecast Year 2015 With Ambient & Cumulative Project Traffic
Without Project Conditions AM & PM Peak Hour Study Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1. Westerly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
2. Main Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
3. Easterly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*
4. Locust Ave/Valley Blvd	19.0 – B	15.6 – B
5. Linden Ave/Valley Blvd	13.7 – B	12.6 – B
6. Cedar Ave/Valley Blvd	23.8 – C	29.1 – C
7. Cedar Ave/I-10 WB Ramps	21.9 – C	24.2 – C
8. Cedar Ave/I-10 EB Ramps	26.8 – C	22.1 – C

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 9, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2015 with ambient and cumulative project traffic without project conditions.

FORECAST YEAR 2015 WITH AMBIENT & CUMULATIVE PROJECT TRAFFIC WITH PROJECT CONDITIONS

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project to forecast year 2015 with ambient and cumulative project traffic without project conditions.

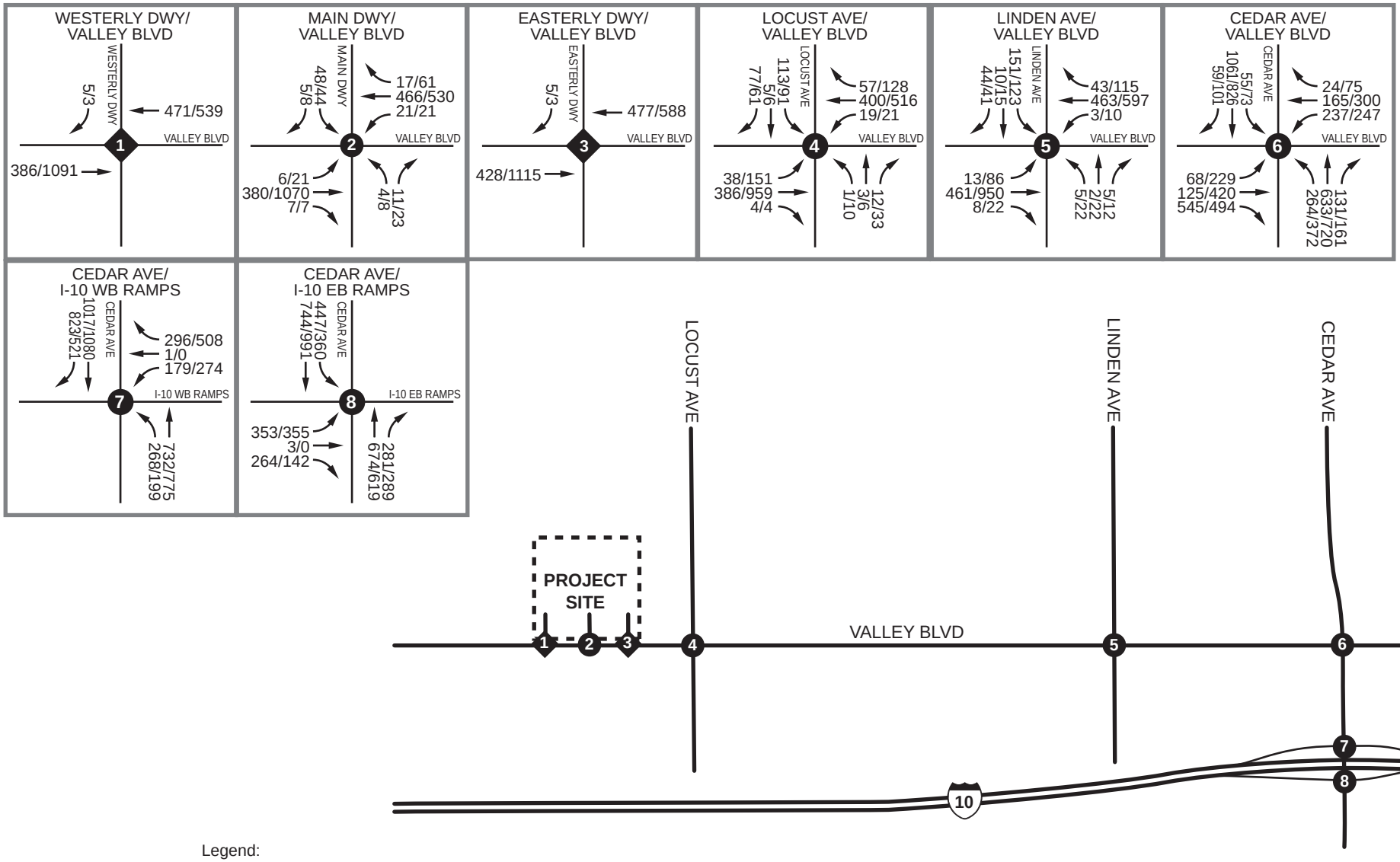
Forecast Year 2015 With Ambient & Cumulative Project Traffic With Project Conditions Traffic Volumes

Forecast year 2015 with ambient and cumulative project traffic with project conditions volumes were derived by adding project-generated trips to forecast year 2015 with ambient and cumulative project traffic without project conditions traffic volumes.

Exhibit 13 shows forecast year 2015 with ambient and cumulative project traffic with project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Year 2015 With Ambient & Cumulative Project Traffic With Project Conditions Study Intersection Peak Hour Level of Service

Table 10 summarizes forecast year 2015 with ambient and cumulative project traffic with project conditions a.m. and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.



Legend:

XX/XX AM/PM Peak Hour Intersection Volumes

Project Site Boundary

X Signalized Study Intersection

XX Unsignalized Study Intersection

Not to Scale

RBF A Baker Company

Forecast Year 2015 With Ambient and Cumulative Project Traffic With Project Conditions AM/PM Peak Hour Traffic Volumes

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AUG/2013

Exhibit 13

Table 10
Forecast Year 2015 With Ambient & Cumulative Project Traffic
With Project Conditions AM & PM Peak Hour Study Intersection LOS

Study Intersection	FY 2015 With Ambient & Cumulative Project Traffic Without Project Conditions		FY 2015 With Ambient & Cumulative Project Traffic With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. Westerly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	9.7 – A	9.9 – A	No
2. Main Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	7.7 – A	5.4 – A	No
3. Easterly Dwy/Valley Blvd	*Future Intersection*	*Future Intersection*	9.7 – A	10.1 – B	No
4. Locust Ave/Valley Blvd	19.0 – B	15.6 – B	18.8 – B	15.4 – B	No
5. Linden Ave/Valley Blvd	13.7 – B	12.6 – B	13.6 – B	12.4 – B	No
6. Cedar Ave/Valley Blvd	23.8 – C	29.1 – C	24.1 – C	29.2 – C	No
7. Cedar Ave/I-10 WB Ramps	21.9 – C	24.2 – C	22.2 – C	24.2 – C	No
8. Cedar Ave/I-10 EB Ramps	26.8 – C	22.1 – C	27.0 – C	22.4 – C	No

Notes: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 10, the study intersections are forecast to operate at an acceptable LOS (LOS D or better) according to agency performance criteria for forecast year 2015 with ambient and cumulative project traffic with project conditions.

As also shown in Table 10, based on agency thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impacts at the study intersections for forecast year 2015 with ambient and cumulative project traffic with project conditions. However, to ensure proper implementation and operation of the proposed traffic signal at the Project Main Driveway / Valley Boulevard study intersection, the following mitigation measure is recommended for forecast year 2015 with ambient and cumulative project traffic with project conditions:

Mitigation Measure

Project Main Driveway / Valley Boulevard - Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

ON-SITE CIRCULATION

Access for the project site is planned via one full access driveway planned to be signalized as part of the project and two right-turn exit only driveways located on Valley Boulevard. As shown in Exhibit 6, traffic is disbursed throughout the project site via an inner loop and outer loop circulation layout.

PEDESTRIAN & BICYCLE CIRCULATION

Sidewalk improvements are intermittently provided along Valley Boulevard in the vicinity of the project where improved parcels have installed sidewalks; dirt shoulders are provided along unimproved parcels. The proposed project will install sidewalks along the project frontage. No on-street bike trails are provided along Valley Boulevard in the vicinity of the project site.

TRANSIT ACCESSIBILITY

The project site is served by OmniTrans Route 29 bus transit on Valley Boulevard. A bus turnout lane is planned to be installed along the project frontage.

STATE HIGHWAY INTERSECTION ANALYSIS

This State Highway intersection analysis has been prepared in accordance with the Caltrans *Guide for the Preparation of Traffic Impact Studies* (State of California Department of Transportation, December 2002). This section evaluates the potential impact of project-generated trips at the following two (2) State Highway study intersections:

7. Cedar Avenue/I-10 Westbound Ramps; and
8. Cedar Avenue/I-10 Eastbound Ramps.

State Highway Intersection Analysis Methodology

Caltrans advocates use of *Highway Capacity Manual (HCM)* intersection analysis methodology to analyze the operation of signalized intersections. The *HCM* analysis methodology describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 11.

Table 11
State Highway Signalized Study
Intersection LOS & Delay Ranges

LOS	Delay (seconds per vehicle)
A	≤ 10.0
B	> 10.0 to ≤ 20.0
C	> 20.0 to ≤ 35.0
D	> 35.0 to ≤ 55.0
E	> 55.0 to ≤ 80.0
F	> 80.0

Source: *2000 Highway Capacity Manual*

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway facilities.

State Highway Intersection Thresholds of Significance

While Caltrans has not established traffic thresholds of significance, this traffic analysis utilizes the following traffic thresholds of significance:

- A significant project impact occurs at a State Highway signalized study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F).

Existing Conditions State Highway Study Intersection Peak Hour Level of Service

Table 12 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 12
Existing Conditions
AM & PM Peak Hour State Highway Study Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
7. Cedar Ave/I-10 WB Ramps	19.4 – B	22.1 – C
8. Cedar Ave/I-10 EB Ramps	25.5 – C	21.1 – C

Note: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 12, the State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for existing conditions.

Forecast Existing Plus Project Conditions State Highway Study Intersection Peak Hour Level of Service

Table 13 summarizes forecast existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 13
Forecast Existing Plus Project
Conditions AM & PM Peak Hour State Highway Study Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
7. Cedar Ave/I-10 WB Ramps	19.4 – B	22.1 – C	19.5 – B	22.0 – C	No
8. Cedar Ave/I-10 EB Ramps	25.5 – C	21.1 – C	25.7 – C	21.4 – C	No

Note: Delay Shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 13, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast existing plus project conditions.

As also shown in Table 13, based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast existing plus project conditions.

Forecast Year 2015 With Ambient Traffic Without Project Conditions State Highway Study Intersection Peak Hour Level of Service

Table 14 summarizes forecast year 2015 with ambient traffic without project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 14
Forecast Year 2015 With Ambient Traffic Without Project
Conditions AM & PM Peak Hour State Highway Study Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
7. Cedar Ave/I-10 WB Ramps	19.8 – B	22.3 – C
8. Cedar Ave/I-10 EB Ramps	25.7 – C	21.2 – C

Note: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 14, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2015 with ambient traffic without project conditions.

Forecast Year 2015 With Ambient Traffic With Project Conditions State Highway Study Intersection Peak Hour Level of Service

Table 15 summarizes forecast year 2015 with ambient traffic with project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 15
Forecast Year 2015 With Ambient Traffic With Project Conditions AM & PM Peak Hour State Highway Study Intersection LOS

Study Intersection	Forecast Year 2015 With Ambient Traffic Without Project Conditions		Forecast Year 2015 With Ambient Traffic With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
7. Cedar Ave/I-10 WB Ramps	19.8 – B	22.3 – C	19.9 – B	22.3 – C	No
8. Cedar Ave/I-10 EB Ramps	25.7 – C	21.2 – C	25.9 – C	21.5 – C	No

Note: Delay Shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 15, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2015 with ambient traffic with project conditions.

As also shown in Table 15, based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast year 2015 with ambient traffic with project conditions.

Forecast Year 2015 With Ambient & Cumulative Project Traffic Without Project Conditions State Highway Study Intersection Peak Hour Level of Service

Table 16 summarizes forecast year 2015 with ambient and cumulative project traffic without project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 16
Forecast Year 2015 With Ambient & Cumulative Project Traffic Without Project Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
7. Cedar Ave/I-10 WB Ramps	21.9 – C	24.2 – C
8. Cedar Ave/I-10 EB Ramps	26.8 – C	22.1 – C

Note: Delay shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 16, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2015 with ambient and cumulative project traffic without project conditions.

Forecast Year 2015 With Ambient & Cumulative Project Traffic With Project Conditions State Highway Study Intersection Peak Hour Level of Service

Table 17 summarizes forecast year 2015 with ambient and cumulative project traffic with project conditions a.m. peak hour and p.m. peak hour LOS of the State Highway study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 17
Forecast Year 2015 With Ambient & Cumulative Project Traffic With Project Conditions AM & PM Peak Hour State Highway Intersection LOS

Study Intersection	Forecast Year 2015 With Ambient & Cumulative Project Traffic Without Project Conditions		Forecast Year 2015 With Ambient & Cumulative Project Traffic With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay - LOS	Delay – LOS	Delay – LOS	Delay - LOS	
7. Cedar Ave/I-10 WB Ramps	21.9 – C	24.2 – C	22.2 – C	24.2 – C	No
8. Cedar Ave/I-10 EB Ramps	26.8 – C	22.1 – C	27.0 – C	22.4 – C	No

Note: Delay Shown in seconds; EB = Eastbound; WB = Westbound.

As shown in Table 17, with the addition of project-generated trips, the State Highway study intersections are forecast to continue to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast year 2015 with ambient and cumulative project traffic with project conditions.

As also shown in Table 17, based on the thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the State Highway study intersections for forecast year 2015 with ambient and cumulative project traffic with project conditions.

CONGESTION MANAGEMENT PROGRAM

Since the proposed project does not generate 250 or more two-way peak hour trips, a San Bernardino County Congestion Management Program (CMP) traffic analysis is not required for the proposed project.

MITIGATION MEASURES

No traffic mitigation measures are required for the proposed project since no significant traffic impacts are forecast to occur as a result of the proposed project. However, to ensure proper implementation and operation of the proposed traffic signal at the Project Main Driveway / Valley Boulevard study intersection, the following mitigation measure is recommended:

Mitigation Measure **Project Main Driveway / Valley Boulevard -** Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

CONCLUSIONS

The proposed project is forecast to generate approximately 1,432 daily trips, which include approximately 86 a.m. peak hour trips and 141 p.m. peak hour trips.

Based on applicable agency thresholds of significance, the addition of project-generated trips at the study intersections is forecast to result in no significant traffic impacts for any of the analysis scenarios.

No traffic mitigation measures are required for the proposed project since no significant traffic impacts are forecast to occur as a result of the proposed project. However, to ensure proper implementation and operation of the proposed traffic signal at the Project Main Driveway / Valley Boulevard study intersection, the following mitigation measure is recommended:

Mitigation Measure **Project Main Driveway / Valley Boulevard -** Prior to issuance of the Certificate of Occupancy, a signalized full access main entry drive to the Project site shall be provided along Valley Boulevard. Said traffic signal shall be designed and installed pursuant to applicable County standards and acceptable engineering design principles, to the satisfaction of the County of San Bernardino Department of Public Works.

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APPENDIX A
Signed Scoping Agreement

RBF CONSULTING
A Baker Company

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LETTER OF TRANSMITTAL

To:
County of San Bernardino
Dept of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

ATTN: Mohammad "Dr. Q" Qureshi

DATE: May 30, 2013
RBF JOB NO: 135614
REFERENCE: Bloomington Traffic Study
DESCRIPTION: Scope for Traffic Study

SENT TO YOU VIA: ☐ Mail ☐ Blueprinter ☐ Overnight Delivery (Carrier) _____
☐ E-Mail ☐ Your Pick-Up ☐ RBF Messenger ☐ Messenger (Other Courier) _____

No. of Copies	No. of Originals	DESCRIPTION
	1	Signed Scope for Traffic Study

SENT FOR YOUR: ☐ Approval ☐ Review ☐ Comments ☐ Per Your Request
☐ Files ☐ Signature ☐ Use ☐ Information ☐ _____

REMARKS:

76000

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TRAFFIC DIVISION

RBF CONSULTING, a Company of Michael Baker Corporation

BY: _____
Bob Matson
Vice President

COPIES TO:

File

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SCOPE FOR TRAFFIC STUDY

Project Name:	Bloomington Housing Project

This Scope for Traffic Study acknowledges San Bernardino County Department of Public Works, Traffic Division requirements of traffic impact analysis for the project and is subject to change:

Project Address:	18010 Valley Boulevard, Bloomington, CA 92316		
Project Description:	The project would consist of affordable housing and community facilities on the 8.9-acre site, consisting of: • 196 dwelling units (which consists of 65 senior units, 112 family units, and 19 MHA units). • 1,250 SF Senior Housing Community Building (for residents only); • 2,000 SF Family Housing Community Building (for residents only); • 1,250 SF Social Services Facility (for residents only); • 750 SF Leasing Office (for residents only); and • 6,000 SF Library. 19 of the 196 apartment units would be designated for Mental Health Services Act (MHSA) use. All community/social services facilities would serve only on-site residents, with the exception of the library (which would be open to the general public). In total, 363 parking spaces would be constructed at the site.		
City:	Community of Bloomington		
Project Buildout Year:	2015	**Ambient Growth Rate per Year:**	1%
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Locust Avenue		
Xtn E/W Street Name:	Valley Boulevard		
Thomas Guide Pg+Grid:	605 C6	**County Supervisorial District:**	5

	Engineer	**Developer**
Company:	RBF Consulting	Related California
Name:	Bob Matson	Stan Smith
Address:	14725 Alton Parkway	18201 Von Karman Ave, Suite 900
City, State, Zip Code:	Irvine, CA, 92618-2027	Irvine, CA, 92612
Phone #:	949.855.5736	949.660.7272

SCOPE FOR TRAFFIC STUDY

Project Name:	Bloomington Housing Project

Email:	bobmatson@rbf.com	ssmith@related.com

By: _____

Print Name: Bob Matson 5/29/13

Consultant/Developer's Representative Date

Reviewed By: Eloy Ruvalcaba

Print Name: Eloy Ruvalcaba 6/5/13

Traffic Division Representative Date

SCOPE FOR TRAFFIC STUDY

Project Name:	Bloomington Housing Project

1. Traffic Distribution: Refer to Attachment A.

2. Trip Credit: Exact amount of credit subject to approval by Traffic Division.

Transportation Demand Management (TDM)	Yes/no	No Trip Credit
Existing Active Land Use	Yes/no	No Trip Credit
Previous Land Use	Yes/no	No Trip Credit
Internal Trip Reduction	Yes/no	No Trip Credit
Pass-by Trip Reduction	Yes/no	No Trip Credit

3. Related Projects: Consultant should check with Planning in the San Bernardino County Department of Land Use Services and planning departments of adjoining Cities. Documentation of the consultation from these agencies shall be included in the traffic study. Related projects list shall be submitted to Traffic Division for our review and approval before being incorporated in the study.

4. Freeway Analysis: The potential traffic impact on the following Freeway(s) must be considered.

The I-10 freeway ramp intersections along Cedar Avenue will be analyzed.

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) and can be obtained from http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tiguide.pdf. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using HCM procedures. Appendix A of the SANBAG CMP outlines allowable modifications to these procedures. The SANBAG CMP can be viewed online at:
http://www.sanbag.ca.gov/planning/subr_congestion.html

SCOPE FOR TRAFFIC STUDY

Project Name:	Bloomington Housing Project

5. Trip Generation

Trip Generation Rate(s) Source: ITE Trip Generation	I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:	Edition:	9th

Land Use Code	Land Use	Rate Based on	Qty	*AVTE vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
220	Apartment	I	131	Dwelling Units	871	13	54	52	29		
252	Senior Housing	I	65	Dwelling Units	224	5	8	9	7		
590	Library	I	6	Thousand Square Feet	337	4	2	21	23		

Note: The Apartment trip generation shown above includes 19 Mental Health Services (MHS) dwelling units which may generate less trips than Apartments. However, for purposes of this scope, the trip generation and study intersection locations are based on the most conservative trip generation shown above since the MHS units are calculated based on the "Apartment" land use category.
* - Average Vehicle Trip Ends.

SCOPE FOR TRAFFIC STUDY

Project Name:	Bloomington Housing Project

6. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study.

Xtn #	% County	Thomas Guide Page+Grid	N⎡ S/E/W Street Name	City	Signalized	CMP
1	35% Out	605 C6	Driveway #1/Valley Boulevard	Bloomington	No	No
2	100% In 30% Out[1]	605 C6	Main Project Driveway/Valley Boulevard	Bloomington	No	No
3	35% Out	605 C6	Driveway #2/Valley Boulevard	Bloomington	No	No
4	75%	605 C6	Locust Avenue/Valley Boulevard	Bloomington	Yes	No
5	70%	605 D6	Linden Avenue/Valley Boulevard	Bloomington	Yes	No
6	65%	605 E6	Cedar Avenue/Valley Boulevard	Bloomington	Yes	Yes
7	40%	605 E6	Cedar Avenue/I-10 Westbound Ramps [2]	Bloomington	Yes	Yes
8	40%	605 E6	Cedar Avenue/I-10 Eastbound Ramps[2]	Bloomington	Yes	Yes

1 = Remaining 70% of outbound project trips are planned to be dispersed at other two exit only driveways.
2 = 25% of project trips are forecast to be traveling to/from the west on the I-10 freeway; 15% of project trips are forecast to be traveling to/from the east on the I-10 freeway.

Cites to be consulted: City of Rialto and Caltrans

SCOPE FOR TRAFFIC STUDY

Project Name:	Bloomington Housing Project

7. Other:

Traffic counts may be conducted immediately per the following:
• Must be taken on Tuesdays, Wednesdays or Thursdays.
• Must exclude holidays, and the first weekdays before and after the holiday.
• Must be taken on days when local schools or colleges are in session.
• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
• Traffic counts used for other traffic studies in the area shall **NOT** be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
• For all proposed mitigation measures, a conceptual plan for the improvements shall be submitted to our Traffic Studies section for review and approval prior to the approval of the Traffic Impact Analysis. All proposed improvements shall be within the right-of-way.
• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.

This analysis must follow the most current Traffic Impact Study Guidelines for the County as stated in the County's Road Planning and Design Standards.

8. Fees

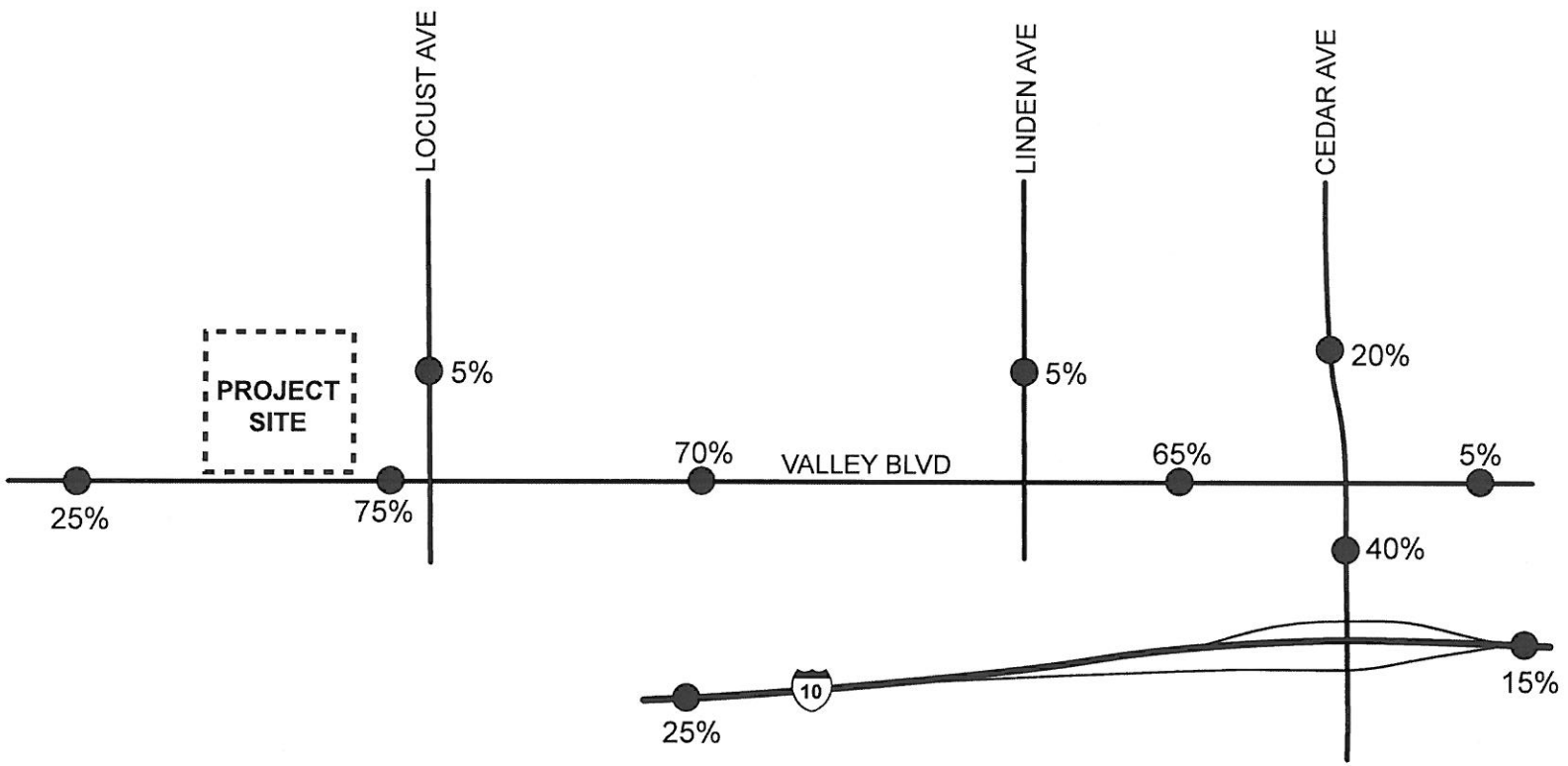
The County charges on an actual cost basis for review of traffic studies. An initial deposit of $3400 is required at the time that a land use application is filed with the Department of Land Use Services If the review costs exceed the initial deposit, the applicant will be expected to provide additional funds and the review will be suspended until the additional funds are deposited.

9. Contact Information:

Please submit a signed copy of this MOU for approval by the Traffic Division. The MOU may be submitted in person, by fax, by email or by US Mail to:

County of San Bernardino
Dept. of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

Phone: 909-387-8186
Fax: 909-387-7809
Email: epetre@dpw.sbcounty.gov (Ed Petre)



Legend:

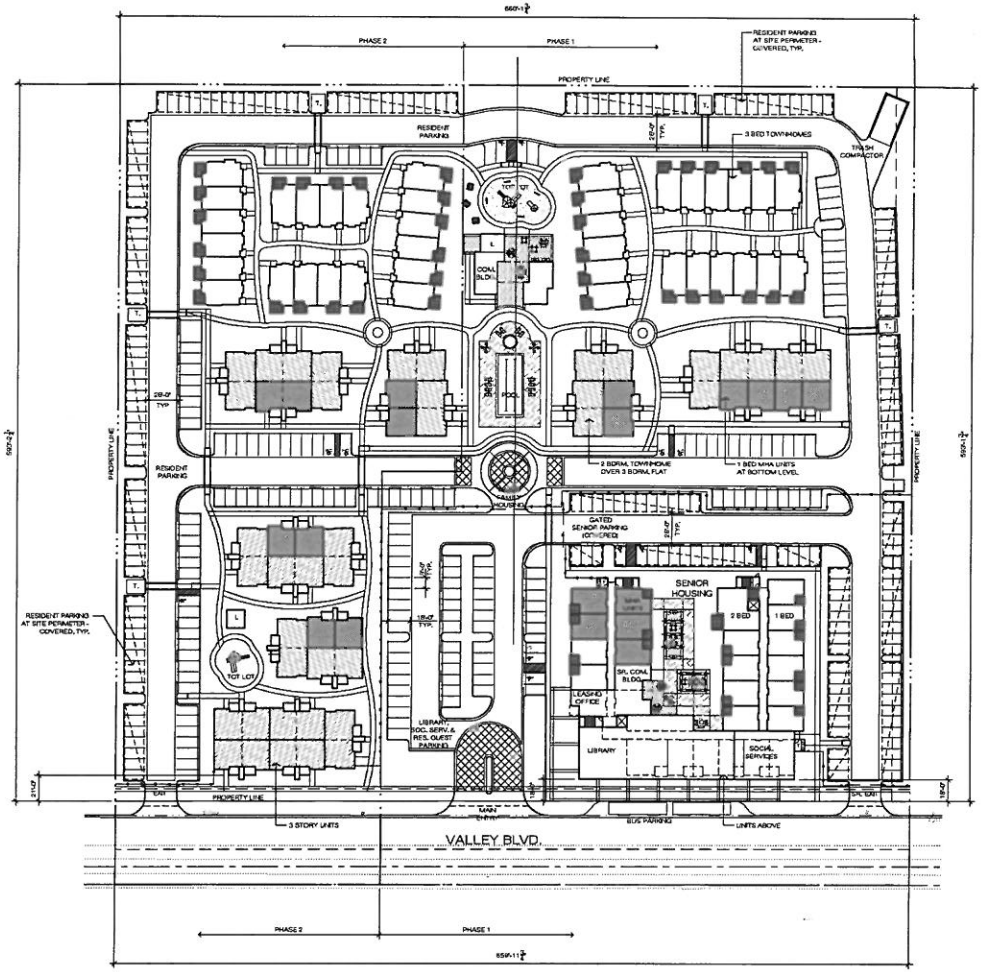
XX% Trip Percent Distribution

Not to Scale

RBF
A Baker Company

Forecast Trip Percent Distribution of Proposed Project

Attachment A



PROJECT SUMMARY	
TOTAL LOT AREA:	8.9 ACRES (±391,056 SF)
TOTAL PARKING:	363 SPACES
TOTAL UNITS:	196 UNITS
	SENIOR - 65 FLATS
	FAMILY - 112 UNITS
	MHA - 19 UNITS

PHASE 1	
LOT AREA:	5.51 ACRES (±240,101 SF)

PROGRAM SUMMARY:

SENIOR HOUSING	65 UNITS
FAMILY HOUSING	39 UNITS
MHA HOUSING	11 UNITS
TOTAL PHASE 1 UNITS	115 UNITS
SENIOR HOUSING COMMUNITY BLDG	1,250 SF
LEASING OFFICE	750 SF
FAMILY HOUSING COMMUNITY BLDG.	2,000 SF
LIBRARY	6,000 SF
SOCIAL SERVICES	1,250 SF

PARKING:

LIBRARY / SOCIAL SERVICES & RESIDENT VISITORS	55 SPACES
SENIOR HOUSING	1 SPACE / UNIT = 65 SPACES
FAMILY HOUSING	2 SPACES / UNIT = 78 SPACES
FAMILY HOUSING	1 SPACES / UNIT = 11 SPACES
TOTAL SPACES:	209 SPACES

PHASE 2	
LOT AREA:	3.39 ACRES (±150,957 SF)

PROGRAM SUMMARY:

FAMILY HOUSING	73 UNITS
MHA HOUSING	8 UNITS
TOTAL PHASE 2 UNITS	81 UNITS

PARKING:

FAMILY HOUSING	2 SPACES / UNIT = 154 SPACES
TOTAL SPACES:	154 SPACES

scale: 1" = 40'-0"

0 40 80 120 160

NORTH

Wilnes Malcolm Architects, LLP
2251 W. 190th Street
Torrance, Ca 90504
Tel. (310) 217-8885
Fax (310) 217-0425

BLOOMINGTON
SAN BERNARDINO COUNTY, CA

DEVELOPER
RELATED
18201 Von Karmen Ave., Suite 900; Irvine CA 92612
tel: (949) 660-7272

JOB NO. B2099

DATE: 05.14.2013

APPENDIX B
Count Data

INTERSECTION TURNING MOVEMENT COUNTS

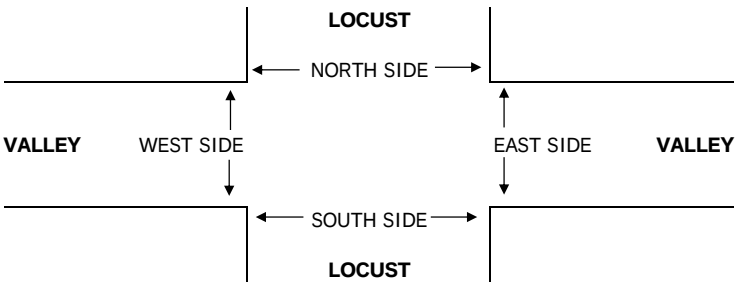
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	BLOOMINGTON	PROJECT #:	SC0195
6/6/13	NORTH & SOUTH:	LOCUST	LOCATION #:	1
THURSDAY	EAST & WEST:	VALLEY	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND LOCUST			SOUTHBOUND LOCUST			EASTBOUND VALLEY			WESTBOUND VALLEY				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	1	3	25	0	17	6	47	0	4	55	9	169					0
	7:15 AM	0	0	6	28	1	18	6	64	0	1	50	12	186					0
	7:30 AM	0	1	2	33	1	18	7	89	2	5	83	14	255					0
	7:45 AM	1	0	5	28	3	13	10	83	1	8	75	11	238					0
	8:00 AM	0	1	4	17	1	22	8	60	1	4	84	8	210					0
	8:15 AM	0	1	1	20	0	16	5	71	0	2	98	8	222					0
	8:30 AM	0	1	4	27	2	7	6	71	1	4	75	15	213					0
	8:45 AM	0	1	5	27	0	8	7	66	3	3	84	13	217					0
	VOLUMES	3	6	30	205	8	119	55	551	8	31	604	90	1,710	0	0	0	0	0
	APPROACH %	8%	15%	77%	62%	2%	36%	9%	90%	1%	4%	83%	12%						
	APP/DEPART	39	/	151	332	/	47	614	/	786	725	/	726	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	3	12	98	5	69	30	303	4	19	340	41	925					
	APPROACH %	6%	19%	75%	57%	3%	40%	9%	90%	1%	5%	85%	10%						
	PEAK HR FACTOR		0.667			0.827			0.860			0.926		0.907					
	APP/DEPART	16	/	74	172	/	28	337	/	413	400	/	410	0					
PM	4:00 PM	1	4	8	25	1	9	47	182	0	5	100	30	412					0
	4:15 PM	0	3	5	16	0	12	29	183	1	5	92	38	384					0
	4:30 PM	1	3	11	15	2	5	36	215	4	5	104	26	427					0
	4:45 PM	2	0	9	17	1	10	39	186	1	7	105	28	405					0
	5:00 PM	3	1	6	19	2	18	37	223	0	3	109	38	459					0
	5:15 PM	2	2	12	27	0	16	37	211	1	7	85	21	421					0
	5:30 PM	3	2	5	20	2	11	32	179	2	3	99	29	387					0
	5:45 PM	2	1	9	12	2	7	35	253	1	8	126	27	483					0
	VOLUMES	14	16	65	151	10	88	292	1,632	10	43	820	237	3,378	0	0	0	0	0
	APPROACH %	15%	17%	68%	61%	4%	35%	15%	84%	1%	4%	75%	22%						
	APP/DEPART	95	/	545	249	/	63	1,934	/	1,848	1,100	/	922	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	10	6	32	78	6	52	141	866	4	21	419	115	1,750					
	APPROACH %	21%	13%	67%	57%	4%	38%	14%	86%	0%	4%	75%	21%						
	PEAK HR FACTOR		0.750			0.791			0.875			0.862		0.906					
	APP/DEPART	48	/	262	136	/	31	1,011	/	976	555	/	481	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0					0					0
	7:15 AM	0	0	0	0	0					0					0
	7:30 AM	0	0	0	0	0					0					0
	7:45 AM	0	0	0	0	0					0					0
	8:00 AM	0	0	0	0	0					0					0
	8:15 AM	0	0	0	0	0					0					0
	8:30 AM	0	0	0	0	0					0					0
	8:45 AM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0					0					0
	4:15 PM	0	0	0	0	0					0					0
	4:30 PM	0	0	0	0	0					0					0
	4:45 PM	0	0	0	0	0					0					0
	5:00 PM	0	0	0	0	0					0					0
	5:15 PM	0	0	0	0	0					0					0
	5:30 PM	0	0	0	0	0					0					0
	5:45 PM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

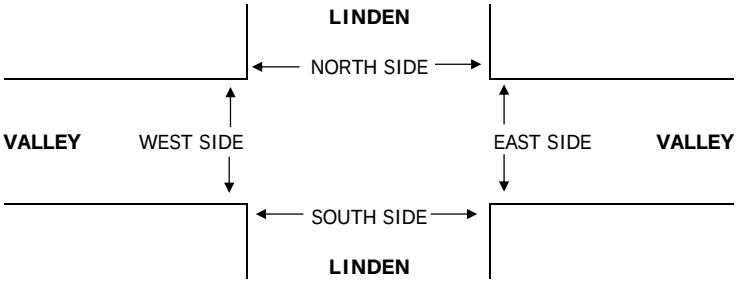
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	BLOOMINGTON	PROJECT #:	SC0195
6/6/13	NORTH & SOUTH:	LINDEN	LOCATION #:	2
THURSDAY	EAST & WEST:	VALLEY	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND LINDEN			SOUTHBOUND LINDEN			EASTBOUND VALLEY			WESTBOUND VALLEY				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	0	0	41	1	7	4	81	3	0	62	7	208					0
	7:15 AM	0	0	0	54	2	3	1	86	2	0	74	10	232					0
	7:30 AM	1	0	1	54	2	12	4	126	0	2	95	8	305					0
	7:45 AM	1	0	1	40	1	7	2	93	5	1	101	12	264					0
	8:00 AM	2	0	2	25	3	8	0	70	2	0	98	10	220					0
	8:15 AM	1	2	1	29	4	9	0	83	1	0	100	12	242					0
	8:30 AM	5	3	1	34	2	6	2	103	2	0	89	8	255					0
	8:45 AM	3	1	2	19	6	9	4	93	2	5	95	11	250					0
	VOLUMES	15	6	8	296	21	61	17	735	17	8	714	78	1,976	0	0	0	0	0
	APPROACH %	52%	21%	28%	78%	6%	16%	2%	96%	2%	1%	89%	10%						
	APP/DEPART	29	/	101	378	/	46	769	/	1,039	800	/	790	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	2	5	148	10	36	6	372	8	3	394	42	1,031					
	APPROACH %	42%	17%	42%	76%	5%	19%	2%	96%	2%	1%	90%	10%						
	PEAK HR FACTOR		0.750			0.713			0.742			0.963		0.845					
	APP/DEPART	12	/	50	194	/	21	386	/	525	439	/	435	0					
PM	4:00 PM	1	7	5	19	7	5	17	180	11	0	112	16	380					0
	4:15 PM	10	11	3	28	6	12	23	176	9	2	120	22	422					0
	4:30 PM	5	4	6	31	4	7	19	210	9	4	130	25	454					0
	4:45 PM	6	4	1	24	6	10	10	206	4	2	140	24	437					0
	5:00 PM	4	7	3	36	2	6	26	223	5	2	101	27	442					0
	5:15 PM	7	7	2	30	3	9	22	214	4	2	123	37	460					0
	5:30 PM	2	5	3	36	1	9	19	175	3	1	135	30	419					0
	5:45 PM	11	2	2	22	1	6	16	263	3	1	124	17	468					0
	VOLUMES	46	47	25	226	30	64	152	1,647	48	14	985	198	3,482	0	0	0	0	0
	APPROACH %	39%	40%	21%	71%	9%	20%	8%	89%	3%	1%	82%	17%						
	APP/DEPART	118	/	397	320	/	92	1,847	/	1,898	1,197	/	1,095	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	22	22	12	121	15	32	77	853	22	10	494	113	1,793					
	APPROACH %	39%	39%	21%	72%	9%	19%	8%	90%	2%	2%	80%	18%						
	PEAK HR FACTOR		0.875			0.955			0.937			0.929		0.974					
	APP/DEPART	56	/	212	168	/	47	952	/	986	617	/	548	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0					0					0
	7:15 AM	0	0	0	0	0					0					0
	7:30 AM	0	0	0	0	0					0					0
	7:45 AM	0	0	0	0	0					0					0
	8:00 AM	0	0	0	0	0					0					0
	8:15 AM	0	0	0	0	0					0					0
	8:30 AM	0	0	0	0	0					0					0
	8:45 AM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0					0					0
	4:15 PM	0	0	0	0	0					0					0
	4:30 PM	0	0	0	0	0					0					0
	4:45 PM	0	0	0	0	0					0					0
	5:00 PM	0	0	0	0	0					0					0
	5:15 PM	0	0	0	0	0					0					0
	5:30 PM	0	0	0	0	0					0					0
	5:45 PM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

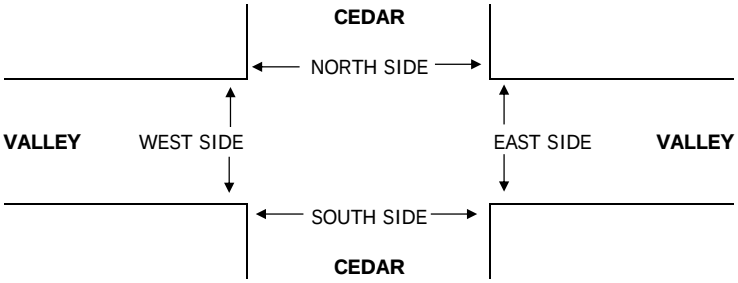
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	BLOOMINGTON	PROJECT #:	SC0195
6/6/13	NORTH & SOUTH:	CEDAR	LOCATION #:	3
THURSDAY	EAST & WEST:	VALLEY	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CEDAR			SOUTHBOUND CEDAR			EASTBOUND VALLEY			WESTBOUND VALLEY				U-TURNS				
	LANES:	NL 2	NT 2	NR 1	SL 2	ST 3	SR 0	EL 2	ET 1	ER 2	WL 2	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	49	136	37	11	253	7	6	23	111	51	23	5	712					0
	7:15 AM	55	159	20	9	250	11	7	22	128	57	29	5	752					0
	7:30 AM	56	159	31	11	275	9	11	29	148	63	45	4	841					0
	7:45 AM	79	144	33	15	222	8	17	28	112	56	47	5	766					0
	8:00 AM	80	131	43	12	206	17	11	29	65	59	32	6	691					0
	8:15 AM	81	135	40	10	204	11	11	27	88	57	41	6	711					0
	8:30 AM	71	126	32	8	221	10	14	40	87	68	47	6	730					0
	8:45 AM	58	143	42	14	195	21	12	28	85	54	43	11	706					0
	VOLUMES	529	1,133	278	90	1,826	94	89	226	824	465	307	48	5,909	0	0	0	0	0
	APPROACH %	27%	58%	14%	4%	91%	5%	8%	20%	72%	57%	37%	6%						
	APP/DEPART	1,940	/	1,270	2,010	/	3,115	1,139	/	594	820	/	930	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	239	598	121	46	1,000	35	41	102	499	227	144	19	3,071					
	APPROACH %	25%	62%	13%	4%	93%	3%	6%	16%	78%	58%	37%	5%						
	PEAK HR FACTOR		0.936			0.916			0.854			0.871		0.913					
	APP/DEPART	958	/	658	1,081	/	1,726	642	/	269	390	/	418	0					
PM	4:00 PM	75	180	31	14	158	19	36	79	105	46	52	23	818					0
	4:15 PM	82	138	38	13	178	12	42	85	101	42	59	21	811					0
	4:30 PM	76	185	42	21	232	22	27	97	130	54	71	19	976					0
	4:45 PM	91	175	33	22	166	18	44	79	131	55	61	19	894					0
	5:00 PM	85	161	34	17	201	18	49	95	127	51	47	12	897					0
	5:15 PM	86	164	31	16	178	11	43	88	121	53	69	12	872					0
	5:30 PM	80	181	34	16	217	17	44	92	97	72	84	23	957					0
	5:45 PM	71	156	53	17	183	24	61	119	106	59	74	20	943					0
	VOLUMES	646	1,340	296	136	1,513	141	346	734	918	432	517	149	7,168	0	0	0	0	0
	APPROACH %	28%	59%	13%	8%	85%	8%	17%	37%	46%	39%	47%	14%						
	APP/DEPART	2,282	/	1,835	1,790	/	2,863	1,998	/	1,166	1,098	/	1,304	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	322	662	152	66	779	70	197	394	451	235	274	67	3,669					
	APPROACH %	28%	58%	13%	7%	85%	8%	19%	38%	43%	41%	48%	12%						
	PEAK HR FACTOR		0.963			0.915			0.911			0.804		0.958					
	APP/DEPART	1,136	/	926	915	/	1,465	1,042	/	612	576	/	666	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0					0					0
	7:15 AM	0	0	0	0	0					0					0
	7:30 AM	0	0	0	0	0					0					0
	7:45 AM	0	0	0	0	0					0					0
	8:00 AM	0	0	0	0	0					0					0
	8:15 AM	0	0	0	0	0					0					0
	8:30 AM	0	0	0	0	0					0					0
	8:45 AM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0					0					0
	4:15 PM	0	0	0	0	0					0					0
	4:30 PM	0	0	0	0	0					0					0
	4:45 PM	0	0	0	0	0					0					0
	5:00 PM	0	0	0	0	0					0					0
	5:15 PM	0	0	0	0	0					0					0
	5:30 PM	0	0	0	0	0					0					0
	5:45 PM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

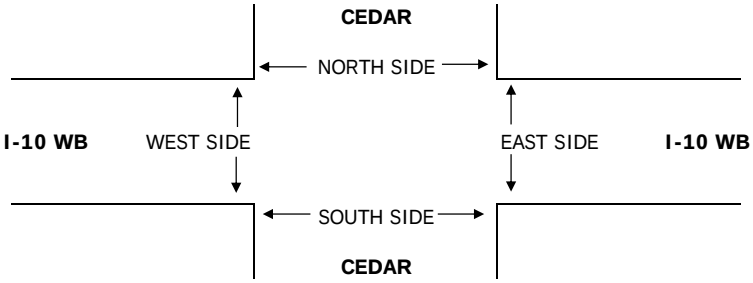
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	BLOOMINGTON	PROJECT #:	SC0195
6/6/13	NORTH & SOUTH:	CEDAR	LOCATION #:	4
THURSDAY	EAST & WEST:	I-10 WB	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CEDAR			SOUTHBOUND CEDAR			EASTBOUND I-10 WB			WESTBOUND I-10 WB				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 0.5	WT 0	WR 1.5	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	64	155			211	200				24	0	60	714					0
	7:15 AM	59	168			233	207				39	0	71	777					0
	7:30 AM	61	170			269	214				43	0	74	831					0
	7:45 AM	50	181			225	164				37	1	78	736					0
	8:00 AM	49	193			203	130				29	0	55	659					0
	8:15 AM	52	190			184	163				29	0	70	688					0
	8:30 AM	57	143			207	172				27	0	83	689					0
	8:45 AM	33	172			182	149				33	0	74	643					0
	VOLUMES	425	1,372	0	0	1,714	1,399	0	0	0	261	1	565	5,737	0	0	0	0	0
	APPROACH %	24%	76%	0%	0%	55%	45%	0%	0%	0%	32%	0%	68%						
	APP/DEPART	1,797	/	1,937	3,113	/	1,975	0	/	0	827	/	1,825	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	234	674	0	0	938	785	0	0	0	143	1	283	3,058					
	APPROACH %	26%	74%	0%	0%	54%	46%	0%	0%	0%	33%	0%	66%						
	PEAK HR FACTOR		0.983			0.892			0.000			0.912		0.920					
	APP/DEPART	908	/	957	1,723	/	1,081	0	/	0	427	/	1,020	0					
PM	4:00 PM	29	176			206	98				42	1	111	663					0
	4:15 PM	22	142			209	118				46	0	114	651					0
	4:30 PM	39	182			267	142				49	0	125	804					0
	4:45 PM	36	167			244	114				79	0	128	768					0
	5:00 PM	32	181			264	110				61	0	102	750					0
	5:15 PM	29	152			234	124				56	0	127	722					0
	5:30 PM	25	202			245	139				54	1	94	760					0
	5:45 PM	31	199			248	106				48	1	78	711					0
	VOLUMES	243	1,401	0	0	1,917	951	0	0	0	435	3	879	5,829	0	0	0	0	0
	APPROACH %	15%	85%	0%	0%	67%	33%	0%	0%	0%	33%	0%	67%						
	APP/DEPART	1,644	/	2,280	2,868	/	2,352	0	/	0	1,317	/	1,197	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	136	682	0	0	1,009	490	0	0	0	245	0	482	3,044					
	APPROACH %	17%	83%	0%	0%	67%	33%	0%	0%	0%	34%	0%	66%						
	PEAK HR FACTOR		0.925			0.916			0.000			0.878		0.947					
	APP/DEPART	818	/	1,164	1,499	/	1,254	0	/	0	727	/	626	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0					0					0
	7:15 AM	0	0	0	0	0					0					0
	7:30 AM	0	0	0	0	0					0					0
	7:45 AM	0	0	0	0	0					0					0
	8:00 AM	0	0	0	0	0					0					0
	8:15 AM	0	0	0	0	0					0					0
	8:30 AM	0	0	0	0	0					0					0
	8:45 AM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0					0					0
	4:15 PM	0	0	0	0	0					0					0
	4:30 PM	0	0	0	0	0					0					0
	4:45 PM	0	0	0	0	0					0					0
	5:00 PM	0	0	0	0	0					0					0
	5:15 PM	0	0	0	0	0					0					0
	5:30 PM	0	0	0	0	0					0					0
	5:45 PM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

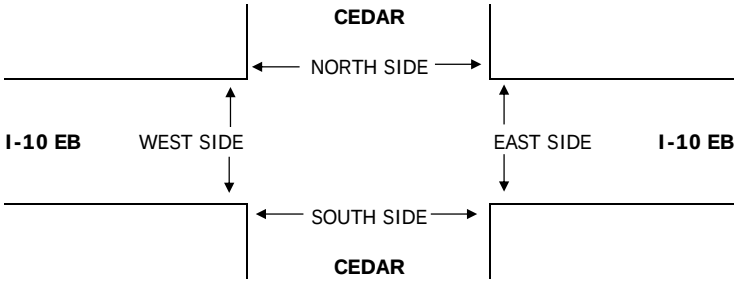
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	BLOOMINGTON	PROJECT #:	SC0195
6/6/13	NORTH & SOUTH:	CEDAR	LOCATION #:	5
THURSDAY	EAST & WEST:	I-10 EB	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND CEDAR			SOUTHBOUND CEDAR			EASTBOUND I-10 EB			WESTBOUND I-10 EB				U-TURNS				
	LANES:	NL X	NT 3	NR 1	SL 1	ST 2	SR X	EL 1.5	ET 0	ER 0.5	WL X	WT X	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		140	45	99	138		75	1	47				545					0
	7:15 AM		146	58	114	156		84	2	55				615					0
	7:30 AM		163	81	110	199		69	0	53				675					0
	7:45 AM		138	73	111	154		95	0	43				614					0
	8:00 AM		153	46	90	142		86	1	52				570					0
	8:15 AM		163	35	83	131		78	1	44				535					0
	8:30 AM		141	50	86	146		58	0	36				517					0
	8:45 AM		120	44	97	119		87	2	42				511					0
	VOLUMES	0	1,164	432	790	1,185	0	632	7	372	0	0	0	4,582	0	0	0	0	0
	APPROACH %	0%	73%	27%	40%	60%	0%	63%	1%	37%	0%	0%	0%						
	APP/DEPART	1,596	/	1,796	1,975	/	1,557	1,011	/	1,229	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	600	258	425	651	0	334	3	203	0	0	0	2,474					
	APPROACH %	0%	70%	30%	39%	61%	0%	62%	1%	38%	0%	0%	0%						
	PEAK HR FACTOR		0.879			0.871			0.957			0.000		0.916					
	APP/DEPART	858	/	934	1,076	/	854	540	/	686	0	/	0	0					
PM	4:00 PM		102	55	94	155		101	0	36				543					0
	4:15 PM		88	53	78	179		79	0	25				502					0
	4:30 PM		127	59	75	238		92	0	30				621					0
	4:45 PM		133	77	82	243		71	0	24				630					0
	5:00 PM		120	51	95	227		94	0	30				617					0
	5:15 PM		118	62	89	202		65	0	19				555					0
	5:30 PM		152	33	37	261		72	0	15				570					0
	5:45 PM		160	29	49	247		69	0	19				573					0
	VOLUMES	0	1,000	419	599	1,752	0	643	0	198	0	0	0	4,611	0	0	0	0	0
	APPROACH %	0%	70%	30%	25%	75%	0%	76%	0%	24%	0%	0%	0%						
	APP/DEPART	1,419	/	1,643	2,351	/	1,950	841	/	1,018	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	498	249	341	910	0	322	0	103	0	0	0	2,423					
	APPROACH %	0%	67%	33%	27%	73%	0%	76%	0%	24%	0%	0%	0%						
	PEAK HR FACTOR		0.889			0.962			0.857			0.000		0.962					
	APP/DEPART	747	/	820	1,251	/	1,013	425	/	590	0	/	0	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0					0					0
	7:15 AM	0	0	0	0	0					0					0
	7:30 AM	0	0	0	0	0					0					0
	7:45 AM	0	0	0	0	0					0					0
	8:00 AM	0	0	0	0	0					0					0
	8:15 AM	0	0	0	0	0					0					0
	8:30 AM	0	0	0	0	0					0					0
	8:45 AM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0					0					0
	4:15 PM	0	0	0	0	0					0					0
	4:30 PM	0	0	0	0	0					0					0
	4:45 PM	0	0	0	0	0					0					0
	5:00 PM	0	0	0	0	0					0					0
	5:15 PM	0	0	0	0	0					0					0
	5:30 PM	0	0	0	0	0					0					0
	5:45 PM	0	0	0	0	0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX C
LOS Analysis Sheets

Existing Conditions

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	EX-AM
Command:	EX-AM
Volume:	AM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	NONE
Paths:	Default Path
Routes:	Default Route
Configuration:	EX-AM

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.221
Loss Time (sec):	6	Average Delay (sec/veh):	18.9
Optimal Cycle:	18	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	3	12	98	5	69	30	303	4	19	340	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	12	98	5	69	30	303	4	19	340	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	3	12	98	5	69	30	303	4	19	340	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	3	12	98	5	69	30	303	4	19	340	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	3	12	98	5	69	30	303	4	19	340	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	0.19	0.75	0.57	0.03	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	113	338	1350	1026	52	722	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.10	0.02	0.08	0.00	0.01	0.09	0.02
Crit Moves:					****		****				****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.08	0.45	0.45	0.06	0.43	0.43
Volume/Cap:	0.02	0.02	0.02	0.22	0.22	0.22	0.22	0.19	0.00	0.19	0.22	0.05
Delay/Veh:	16.3	16.3	16.3	17.9	17.9	17.9	43.9	16.7	15.3	45.6	18.2	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	16.3	17.9	17.9	17.9	43.9	16.7	15.3	45.6	18.2	16.8
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	0	0	0	3	3	3	1	3	0	1	3	1

Note: Queue reported is the number of cars per lane.

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BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.226
Loss Time (sec):	6	Average Delay (sec/veh):	14.1
Optimal Cycle:	18	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	5	2	5	148	10	36	6	372	8	3	394	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	5	148	10	36	6	372	8	3	394	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	5	148	10	36	6	372	8	3	394	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	5	148	10	36	6	372	8	3	394	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	5	148	10	36	6	372	8	3	394	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.71	0.29	1.00	0.94	0.06	1.00	1.00	1.96	0.04	1.00	1.81	0.19
Final Sat.:	1286	514	1800	1686	114	1800	1700	3524	76	1700	3253	347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.02	0.00	0.11	0.11	0.00	0.12	0.12
Crit Moves:					****			****			****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.02	0.54	0.54	0.01	0.54	0.54
Volume/Cap:	0.01	0.01	0.01	0.23	0.23	0.05	0.23	0.19	0.19	0.19	0.23	0.23
Delay/Veh:	18.8	18.8	18.8	20.7	20.7	19.1	52.9	11.7	11.7	55.3	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	18.8	20.7	20.7	19.1	52.9	11.7	11.7	55.3	12.3	12.3
LOS by Move:	B	B	B	C	C	B	D	B	B	E	B	B
HCM2kAvgQ:	0	0	0	3	3	1	0	3	3	0	3	3

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	8	Average Delay (sec/veh):	23.3
Optimal Cycle:	28	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	2	0 2	1 0	2	0 1	0 2	2	0 1	1 0
Volume Module:												
Base Vol:	239	598	121	46	1000	35	41	102	499	227	144	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	598	121	46	1000	35	41	102	499	227	144	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	598	121	46	1000	35	41	102	499	227	144	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	598	121	46	1000	35	41	102	499	227	144	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	598	121	46	1000	35	41	102	499	227	144	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.90	0.10	2.00	1.00	2.00	2.00	1.77	0.23
Final Sat.:	3200	3600	1800	3200	5217	183	3200	1800	3600	3200	3180	420
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.07	0.01	0.19	0.19	0.01	0.06	0.14	0.07	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.57	0.74	0.05	0.45	0.45	0.07	0.13	0.31	0.17	0.23	0.23
Volume/Cap:	0.43	0.29	0.09	0.29	0.43	0.43	0.19	0.43	0.45	0.43	0.19	0.19
Delay/Veh:	37.4	11.0	3.7	46.8	19.0	19.0	44.7	41.1	28.2	38.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	11.0	3.7	46.8	19.0	19.0	44.7	41.1	28.2	38.0	31.0	31.0
LOS by Move:	D	B	A	D	B	B	D	D	C	D	C	C
HCM2kAvgQ:	4	5	1	1	7	7	1	3	6	4	2	2

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	6	Average Delay (sec/veh):	19.4
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	0	0 1!	0 1
Volume Module:												
Base Vol:	234	674	0	0	938	785	0	0	0	143	1	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	674	0	0	938	785	0	0	0	143	1	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	674	0	0	938	785	0	0	0	143	1	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	674	0	0	938	785	0	0	0	143	1	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	674	0	0	938	785	0	0	0	143	1	283
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.50	0.01	1.49
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	902	6	2692
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.00	0.00	0.17	0.44	0.00	0.00	0.00	0.16	0.16	0.11
Crit Moves:	****					****				****		
Green/Cycle:	0.18	0.74	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.78	0.25	0.00	0.00	0.31	0.78	0.00	0.00	0.00	0.78	0.78	0.52
Delay/Veh:	51.6	4.3	0.0	0.0	11.8	21.1	0.0	0.0	0.0	44.7	44.7	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	4.3	0.0	0.0	11.8	21.1	0.0	0.0	0.0	44.7	44.7	36.0
LOS by Move:	D	A	A	A	B	C	A	A	A	D	D	D
HCM2kAvgQ:	8	3	0	0	5	19	0	0	0	10	10	6

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	6	Average Delay (sec/veh):	25.5
Optimal Cycle:	36	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	600	258	425	651	0	334	3	203	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	258	425	651	0	334	3	203	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	600	258	425	651	0	334	3	203	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	600	258	425	651	0	334	3	203	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	600	258	425	651	0	334	3	203	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.46	0.01	0.53	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2508	14	959	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.14	0.25	0.18	0.00	0.13	0.21	0.21	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.22	0.22	0.39	0.61	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.64	0.64	0.30	0.00	0.40	0.64	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	34.3	38.8	27.1	9.3	0.0	26.2	30.3	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.3	38.8	27.1	9.3	0.0	26.2	30.3	30.3	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	8	11	5	0	6	11	11	0	0	0

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	EX-PM
Command:	EX-PM
Volume:	PM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	NONE
Paths:	Default Path
Routes:	Default Route
Configuration:	EX-PM

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	6	Average Delay (sec/veh):	15.2
Optimal Cycle:	21	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	10	6	32		78	6	52		141	866	4		21	419	115	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	6	32		78	6	52		141	866	4		21	419	115	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	6	32		78	6	52		141	866	4		21	419	115	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	6	32		78	6	52		141	866	4		21	419	115	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	10	6	32		78	6	52		141	866	4		21	419	115	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.21	0.12	0.67		0.58	0.04	0.38		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	375	225	1200		1032	79	688		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03		0.08	0.08	0.08		0.08	0.24	0.00		0.01	0.12	0.06	
Crit Moves:						****				****				****		
Green/Cycle:	0.22	0.22	0.22		0.22	0.22	0.22		0.30	0.69	0.69		0.04	0.42	0.42	
Volume/Cap:	0.12	0.12	0.12		0.35	0.35	0.35		0.28	0.35	0.00		0.35	0.28	0.15	
Delay/Veh:	31.7	31.7	31.7		33.8	33.8	33.8		26.9	6.5	4.9		50.6	19.0	17.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.7	31.7	31.7		33.8	33.8	33.8		26.9	6.5	4.9		50.6	19.0	17.9	
LOS by Move:	C	C	C		C	C	C		C	A	A		D	B	B	
HCM2kAvgQ:	1	1	1		4	4	4		3	5	0		1	4	2	

Note: Queue reported is the number of cars per lane.

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BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	6	Average Delay (sec/veh):	12.7
Optimal Cycle:	21	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	22	22	12	121	15	32	77	853	22	10	494	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	22	12	121	15	32	77	853	22	10	494	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	22	12	121	15	32	77	853	22	10	494	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	22	12	121	15	32	77	853	22	10	494	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	22	12	121	15	32	77	853	22	10	494	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.50	0.50	1.00	0.89	0.11	1.00	1.00	1.95	0.05	1.00	1.63	0.37
Final Sat.:	900	900	1800	1601	199	1800	1700	3509	91	1700	2930	670
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.02	0.05	0.24	0.24	0.01	0.17	0.17
Crit Moves:					****			****			****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.15	0.70	0.70	0.02	0.57	0.57
Volume/Cap:	0.11	0.11	0.03	0.35	0.35	0.08	0.30	0.35	0.35	0.35	0.30	0.30
Delay/Veh:	31.4	31.4	30.7	33.5	33.5	31.1	38.2	5.9	5.9	55.6	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	30.7	33.5	33.5	31.1	38.2	5.9	5.9	55.6	11.3	11.3
LOS by Move:	C	C	C	C	C	C	D	A	A	E	B	B
HCM2kAvgQ:	1	1	0	4	4	1	2	5	5	1	5	5

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	8	Average Delay (sec/veh):	28.5
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	2	0 2	1 0	2	0 1	0 2	2	0 1	1 0
Volume Module:												
Base Vol:	322	662	152	66	779	70	197	394	451	235	274	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	662	152	66	779	70	197	394	451	235	274	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	662	152	66	779	70	197	394	451	235	274	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	662	152	66	779	70	197	394	451	235	274	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	662	152	66	779	70	197	394	451	235	274	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.75	0.25	2.00	1.00	2.00	2.00	1.61	0.39
Final Sat.:	3200	3600	1800	3200	4955	445	3200	1800	3600	3200	2893	707
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.08	0.02	0.16	0.16	0.06	0.22	0.13	0.07	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.39	0.51	0.04	0.26	0.26	0.19	0.37	0.53	0.12	0.30	0.30
Volume/Cap:	0.60	0.47	0.17	0.47	0.60	0.60	0.32	0.60	0.23	0.60	0.32	0.32
Delay/Veh:	40.3	23.2	13.1	49.3	32.9	32.9	35.0	27.2	12.5	44.1	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	23.2	13.1	49.3	32.9	32.9	35.0	27.2	12.5	44.1	27.5	27.5
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	5	7	2	2	8	8	3	10	4	5	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	6	Average Delay (sec/veh):	22.1
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	0	0 1!	0 1
Volume Module:												
Base Vol:	136	682	0	0	1009	490	0	0	0	245	0	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	682	0	0	1009	490	0	0	0	245	0	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	682	0	0	1009	490	0	0	0	245	0	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	682	0	0	1009	490	0	0	0	245	0	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	682	0	0	1009	490	0	0	0	245	0	482
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.50	0.00	1.50
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	907	0	2693
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.00	0.00	0.19	0.27	0.00	0.00	0.00	0.27	0.00	0.18
Crit Moves:	****					****				****		
Green/Cycle:	0.12	0.53	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.66	0.36	0.00	0.00	0.45	0.66	0.00	0.00	0.00	0.66	0.00	0.44
Delay/Veh:	49.8	13.6	0.0	0.0	21.5	26.1	0.0	0.0	0.0	25.5	0.0	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	13.6	0.0	0.0	21.5	26.1	0.0	0.0	0.0	25.5	0.0	21.5
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	4	6	0	0	7	12	0	0	0	13	0	7

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	6	Average Delay (sec/veh):	21.1
Optimal Cycle:	28	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	498	249	341	910	0	322	0	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	498	249	341	910	0	322	0	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	498	249	341	910	0	322	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	249	341	910	0	322	0	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	498	249	341	910	0	322	0	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.62	0.00	0.38	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2807	0	686	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.14	0.20	0.25	0.00	0.11	0.00	0.15	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.27	0.27	0.39	0.65	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.52	0.52	0.39	0.00	0.40	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	29.8	32.3	24.4	8.2	0.0	28.8	0.0	30.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.8	32.3	24.4	8.2	0.0	28.8	0.0	30.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	7	8	6	0	5	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

Forecast Existing Plus Project Conditions

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	EX+P-AM
Command:	EX+P-AM
Volume:	AM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ-AM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	EX+P-AM

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 DWY 1 / VALLEY BLVD

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	0	0 0	0	1	0	0 2	0	0	0	0 2	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0		0	337	0	0	0	410	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0		0	337	0	0	0	410	0	
Added Vol:	0	0	0	0	0	5	0		6	0	0	0	11	0		
PasserByVol:	0	0	0	0	0	0	0		0	0	0	0	0	0		
Initial Fut:	0	0	0	0	0	5	0		343	0	0	0	421	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	0	5	0		343	0	0	0	421	0		
Reduct Vol:	0	0	0	0	0	0	0		0	0	0	0	0	0		
FinalVolume:	0	0	0	0	0	5	0		343	0	0	0	421	0		
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	211	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	801	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	801	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 MAIN DWY/ VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.158
Loss Time (sec): 6 Average Delay (sec/veh): 8.5
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	2	0	1	0	2	0	1
Volume Module:																		
Base Vol:	0	0	0		0	0	0		0	337	0		0	410	0			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	0	0	0		0	0	0		0	337	0		0	410	0			
Added Vol:	0	0	0		48	0	5		6	0	0		0	5	17			
AUTO SERVIC:	4	0	11		0	0	0		0	0	7		21	0	0			
Initial Fut:	4	0	11		48	0	5		6	337	7		21	415	17			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	4	0	11		48	0	5		6	337	7		21	415	17			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	4	0	11		48	0	5		6	337	7		21	415	17			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	4	0	11		48	0	5		6	337	7		21	415	17			
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00			
Lanes:	0.27	0.00	0.73		0.91	0.00	0.09		1.00	2.00	1.00		1.00	2.00	1.00			
Final Sat.:	480	0	1320		1630	0	170		1700	3600	1800		1700	3600	1800			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.01		0.03	0.00	0.03		0.00	0.09	0.00		0.01	0.12	0.01			
Crit Moves:					****				****					****				
Green/Cycle:	0.19	0.00	0.19		0.19	0.00	0.19		0.02	0.67	0.67		0.09	0.73	0.73			
Volume/Cap:	0.04	0.00	0.04		0.16	0.00	0.16		0.16	0.14	0.01		0.14	0.16	0.01			
Delay/Veh:	33.4	0.0	33.4		34.3	0.0	34.3		49.9	6.2	5.6		42.6	4.1	3.7			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
AdjDel/Veh:	33.4	0.0	33.4		34.3	0.0	34.3		49.9	6.2	5.6		42.6	4.1	3.7			
LOS by Move:	C	A	C		C	A	C		D	A	A		D	A	A			
HCM2kAvgQ:	0	0	0		1	0	1		0	2	0		1	2	0			

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 DWY 2 / VALLEY BLVD

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0
Volume Module:																			
Base Vol:	0	0	0		0	0	0		0	337	0		0	410	0				
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00				
Initial Bse:	0	0	0		0	0	0		0	337	0		0	410	0				
Added Vol:	0	0	0		0	0	5		0	48	0		0	17	0				
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0				
Initial Fut:	0	0	0		0	0	5		0	385	0		0	427	0				
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00				
PHF Volume:	0	0	0		0	0	5		0	385	0		0	427	0				
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0				
FinalVolume:	0	0	0		0	0	5		0	385	0		0	427	0				
Critical Gap Module:																			
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Capacity Module:																			
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	214		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	798		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	798		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	0.01		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx				
Level Of Service Module:																			
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	0.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	9.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*		*	*	A		*	*	*		*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*				
ApproachDel:	xxxxxx				9.5				xxxxxx				xxxxxx						
ApproachLOS:	*				A				*				*						

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228
Loss Time (sec): 6 Average Delay (sec/veh): 18.7
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	3	12	98	5	69	30	303	4	19	340	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	12	98	5	69	30	303	4	19	340	41
Added Vol:	0	0	0	0	0	1	3	45	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	12	98	5	70	33	348	4	19	355	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	3	12	98	5	70	33	348	4	19	355	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	3	12	98	5	70	33	348	4	19	355	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	3	12	98	5	70	33	348	4	19	355	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	0.19	0.75	0.57	0.03	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	113	338	1350	1020	52	728	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.10	0.02	0.10	0.00	0.01	0.10	0.02
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.09	0.46	0.46	0.05	0.43	0.43
Volume/Cap:	0.02	0.02	0.02	0.23	0.23	0.23	0.23	0.21	0.00	0.21	0.23	0.05
Delay/Veh:	16.9	16.9	16.9	18.6	18.6	18.6	43.5	15.9	14.4	46.4	17.9	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	16.9	16.9	18.6	18.6	18.6	43.5	15.9	14.4	46.4	17.9	16.5
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	0	0	0	3	3	3	1	3	0	1	3	1

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 6 Average Delay (sec/veh): 14.0
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	5	2	5	148	10	36	6	372	8	3	394	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	5	148	10	36	6	372	8	3	394	42
Added Vol:	0	0	0	0	0	1	3	42	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	5	148	10	37	9	414	8	3	408	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	5	148	10	37	9	414	8	3	408	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	5	148	10	37	9	414	8	3	408	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	5	148	10	37	9	414	8	3	408	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.71	0.29	1.00	0.94	0.06	1.00	1.00	1.96	0.04	1.00	1.81	0.19
Final Sat.:	1286	514	1800	1686	114	1800	1700	3532	68	1700	3264	336
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.02	0.01	0.12	0.12	0.00	0.13	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.02	0.55	0.55	0.01	0.54	0.54
Volume/Cap:	0.01	0.01	0.01	0.23	0.23	0.05	0.23	0.21	0.21	0.21	0.23	0.23
Delay/Veh:	19.4	19.4	19.4	21.4	21.4	19.8	51.1	11.4	11.4	56.6	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	21.4	21.4	19.8	51.1	11.4	11.4	56.6	12.2	12.2
LOS by Move:	B	B	B	C	C	B	D	B	B	E	B	B
HCM2kAvgQ:	0	0	0	3	3	1	1	3	3	0	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 8 Average Delay (sec/veh): 23.7
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 1	1	1	2	0 2	1	0	2	0 1	0	2	2	0 1	1	0
Volume Module:																
Base Vol:	239	598	121		46	1000	35		41	102	499		227	144	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	239	598	121		46	1000	35		41	102	499		227	144	19	
Added Vol:	9	0	0		0	0	4		13	3	26		0	1	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	248	598	121		46	1000	39		54	105	525		227	145	19	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	248	598	121		46	1000	39		54	105	525		227	145	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	248	598	121		46	1000	39		54	105	525		227	145	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	248	598	121		46	1000	39		54	105	525		227	145	19	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	1.00	1.00		0.89	1.00	1.00		0.89	1.00	1.00		0.89	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.89	0.11		2.00	1.00	2.00		2.00	1.77	0.23	
Final Sat.:	3200	3600	1800		3200	5197	203		3200	1800	3600		3200	3183	417	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.17	0.07		0.01	0.19	0.19		0.02	0.06	0.15		0.07	0.05	0.05	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.17	0.56	0.72		0.05	0.43	0.43		0.08	0.15	0.33		0.16	0.23	0.23	
Volume/Cap:	0.44	0.30	0.09		0.30	0.44	0.44		0.20	0.38	0.44		0.44	0.20	0.20	
Delay/Veh:	37.5	11.8	4.3		47.0	20.1	20.1		43.0	38.9	26.7		38.6	31.3	31.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.5	11.8	4.3		47.0	20.1	20.1		43.0	38.9	26.7		38.6	31.3	31.3	
LOS by Move:	D	B	A		D	C	C		D	D	C		D	C	C	
HCM2kAvgQ:	4	5	1		1	8	8		1	3	7		4	2	2	

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 6 Average Delay (sec/veh): 19.5
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	0	0	0 3	0	1	0	0 0	0	0	0	0 1!	0	1
Volume Module:																
Base Vol:	234	674	0		0	938	785		0	0	0		143	1	283	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	234	674	0		0	938	785		0	0	0		143	1	283	
Added Vol:	0	6	0		0	10	16		0	0	0		0	0	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	234	680	0		0	948	801		0	0	0		143	1	286	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	234	680	0		0	948	801		0	0	0		143	1	286	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	234	680	0		0	948	801		0	0	0		143	1	286	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	234	680	0		0	948	801		0	0	0		143	1	286	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		0.49	0.01	1.50	
Final Sat.:	1700	3600	0		0	5400	1800		0	0	0		897	6	2697	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.19	0.00		0.00	0.18	0.45		0.00	0.00	0.00		0.16	0.16	0.11	
Crit Moves:	****						****						****			
Green/Cycle:	0.17	0.74	0.00		0.00	0.56	0.56		0.00	0.00	0.00		0.20	0.20	0.20	
Volume/Cap:	0.79	0.26	0.00		0.00	0.31	0.79		0.00	0.00	0.00		0.79	0.79	0.53	
Delay/Veh:	52.8	4.3	0.0		0.0	11.6	21.4		0.0	0.0	0.0		45.5	45.5	36.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.8	4.3	0.0		0.0	11.6	21.4		0.0	0.0	0.0		45.5	45.5	36.3	
LOS by Move:	D	A	A		A	B	C		A	A	A		D	D	D	
HCM2kAvgQ:	8	3	0		0	5	20		0	0	0		10	10	6	

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	6	Average Delay (sec/veh):	25.7
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	600	258	425	651	0	334	3	203	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	600	258	425	651	0	334	3	203	0	0	0
Added Vol:	0	0	0	10	0	0	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	600	258	435	651	0	340	3	203	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	600	258	435	651	0	340	3	203	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	600	258	435	651	0	340	3	203	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	600	258	435	651	0	340	3	203	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.46	0.01	0.53	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2517	14	952	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.14	0.26	0.18	0.00	0.14	0.21	0.21	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.22	0.22	0.39	0.61	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.65	0.65	0.30	0.00	0.41	0.65	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	34.6	39.4	27.1	9.2	0.0	26.4	30.6	30.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.6	39.4	27.1	9.2	0.0	26.4	30.6	30.6	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	8	11	5	0	6	11	11	0	0	0

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	EX+P-PM
Command:	EX+P-PM
Volume:	PM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ-PM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	EX+P-PM

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 DWY 1 / VALLEY BLVD

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	0	0 0	0	1	0	0 2	0	0	0	0 2	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	1011	0	0	0	481	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	0	0	0	0	0	1011	0	0	0	481	0		
Added Vol:	0	0	0	0	0	3	0	0	21	0	0	0	12	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	0	0	3	0	0	1032	0	0	0	493	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	0	3	0	0	1032	0	0	0	493	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	0	0	3	0	0	1032	0	0	0	493	0		
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	247	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	760	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	760	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 MAIN DWY/ VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 6 Average Delay (sec/veh): 5.6
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	2	0	1	0	2
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1011	0		0	481	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	1011	0		0	481	0	
Added Vol:	0	0	0		44	0	8		21	0	0		0	3	61	
AUTO SERVIC:	8	0	23		0	0	0		0	0	7		21	0	0	
Initial Fut:	8	0	23		44	0	8		21	1011	7		21	484	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	0	23		44	0	8		21	1011	7		21	484	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	0	23		44	0	8		21	1011	7		21	484	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	0	23		44	0	8		21	1011	7		21	484	61	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.26	0.00	0.74		0.85	0.00	0.15		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	465	0	1335		1523	0	277		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.02		0.03	0.00	0.03		0.01	0.28	0.00		0.01	0.13	0.03	
Crit Moves:					****					****			****			
Green/Cycle:	0.08	0.00	0.08		0.08	0.00	0.08		0.07	0.82	0.82		0.04	0.78	0.78	
Volume/Cap:	0.20	0.00	0.20		0.34	0.00	0.34		0.17	0.34	0.00		0.34	0.17	0.04	
Delay/Veh:	43.3	0.0	43.3		44.5	0.0	44.5		44.3	2.3	1.6		50.4	2.7	2.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.3	0.0	43.3		44.5	0.0	44.5		44.3	2.3	1.6		50.4	2.7	2.4	
LOS by Move:	D		A		D		A		D	A	A		D	A	A	
HCM2kAvgQ:	1		0		1		2		0	2	1		4	0	1	2

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 DWY 2 / VALLEY BLVD

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.9]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0		0	0	0	0		0	0	1011	0		0	0	481	0		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0		0	0	0	0		0	0	1011	0		0	0	481	0		
Added Vol:	0	0	0		0	0	0	3		0	0	44	0		0	0	61	0		
PasserByVol:	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Initial Fut:	0	0	0		0	0	0	3		0	0	1055	0		0	0	542	0		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0		0	0	0	3		0	0	1055	0		0	0	542	0		
Reduct Vol:	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
FinalVolume:	0	0	0		0	0	0	3		0	0	1055	0		0	0	542	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		6.9			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		3.3			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx		271			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx		733			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx		733			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx		0.00			xxxx	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx		0.0			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		9.9			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*		*		*	*		A			*		*		*	*		*		
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*	*		*			*		*		*	*		*		
ApproachDel:	xxxxxx					9.9					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 6 Average Delay (sec/veh): 15.0
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	10	6	32	78	6	52	141	866	4	21	419	115				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	6	32	78	6	52	141	866	4	21	419	115				
Added Vol:	0	0	0	0	0	4	3	41	0	0	57	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	10	6	32	78	6	56	144	907	4	21	476	115				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	6	32	78	6	56	144	907	4	21	476	115				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	6	32	78	6	56	144	907	4	21	476	115				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	10	6	32	78	6	56	144	907	4	21	476	115				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00				
Lanes:	0.21	0.12	0.67	0.56	0.04	0.40	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	375	225	1200	1003	77	720	1700	3600	1800	1700	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.08	0.08	0.25	0.00	0.01	0.13	0.06				
Crit Moves:					****			****		****						
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.28	0.69	0.69	0.03	0.44	0.44				
Volume/Cap:	0.12	0.12	0.12	0.36	0.36	0.36	0.30	0.36	0.00	0.36	0.30	0.14				
Delay/Veh:	31.9	31.9	31.9	34.1	34.1	34.1	28.4	6.4	4.7	51.1	18.0	16.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	31.9	31.9	31.9	34.1	34.1	34.1	28.4	6.4	4.7	51.1	18.0	16.7				
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B				
HCM2kAvgQ:	1	1	1	4	4	4	4	6	0	1	5	2				

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 6 Average Delay (sec/veh): 12.5
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	22	22	12	121	15	32	77	853	22	10	494	113				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	22	12	121	15	32	77	853	22	10	494	113				
Added Vol:	0	0	0	0	0	4	3	38	0	0	53	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	22	22	12	121	15	36	80	891	22	10	547	113				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	22	22	12	121	15	36	80	891	22	10	547	113				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	22	22	12	121	15	36	80	891	22	10	547	113				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	22	22	12	121	15	36	80	891	22	10	547	113				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00				
Lanes:	0.50	0.50	1.00	0.89	0.11	1.00	1.00	1.95	0.05	1.00	1.66	0.34				
Final Sat.:	900	900	1800	1601	199	1800	1700	3513	87	1700	2984	616				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.02	0.05	0.25	0.25	0.01	0.18	0.18				
Crit Moves:					****			****		****						
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.15	0.71	0.71	0.02	0.58	0.58				
Volume/Cap:	0.12	0.12	0.03	0.36	0.36	0.09	0.32	0.36	0.36	0.36	0.32	0.32				
Delay/Veh:	32.0	32.0	31.3	34.2	34.2	31.8	38.7	5.7	5.7	56.3	10.9	10.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	32.0	32.0	31.3	34.2	34.2	31.8	38.7	5.7	5.7	56.3	10.9	10.9				
LOS by Move:	C	C	C	C	C	C	D	A	A	E	B	B				
HCM2kAvgQ:	1	1	0	4	4	1	3	5	5	1	5	5				

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 8 Average Delay (sec/veh): 28.6
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	2	0 2	1 0	2	0 1	0 2	2	0 1	1 0
Volume Module:												
Base Vol:	322	662	152	66	779	70	197	394	451	235	274	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	662	152	66	779	70	197	394	451	235	274	67
Added Vol:	33	0	0	0	0	16	12	3	24	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	662	152	66	779	86	209	397	475	235	278	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	355	662	152	66	779	86	209	397	475	235	278	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	662	152	66	779	86	209	397	475	235	278	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	662	152	66	779	86	209	397	475	235	278	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.70	0.30	2.00	1.00	2.00	2.00	1.61	0.39
Final Sat.:	3200	3600	1800	3200	4863	537	3200	1800	3600	3200	2901	699
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.08	0.02	0.16	0.16	0.07	0.22	0.13	0.07	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.40	0.52	0.04	0.26	0.26	0.19	0.36	0.54	0.12	0.28	0.28
Volume/Cap:	0.61	0.46	0.16	0.46	0.61	0.61	0.34	0.61	0.24	0.61	0.34	0.34
Delay/Veh:	39.7	22.5	12.8	49.0	33.3	33.3	35.1	28.1	12.3	44.8	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	22.5	12.8	49.0	33.3	33.3	35.1	28.1	12.3	44.8	28.5	28.5
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	6	7	2	2	9	9	3	11	4	5	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 6 Average Delay (sec/veh): 22.0
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	0	0 1!	0 1
Volume Module:												
Base Vol:	136	682	0	0	1009	490	0	0	0	245	0	482
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	682	0	0	1009	490	0	0	0	245	0	482
Added Vol:	0	21	0	0	9	15	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	703	0	0	1018	505	0	0	0	245	0	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	703	0	0	1018	505	0	0	0	245	0	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	703	0	0	1018	505	0	0	0	245	0	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	703	0	0	1018	505	0	0	0	245	0	494
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.50	0.00	1.50
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	896	0	2704
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.00	0.00	0.19	0.28	0.00	0.00	0.00	0.27	0.00	0.18
Crit Moves:	****					****				****		
Green/Cycle:	0.12	0.53	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.67	0.37	0.00	0.00	0.45	0.67	0.00	0.00	0.00	0.67	0.00	0.45
Delay/Veh:	50.9	13.6	0.0	0.0	21.2	26.1	0.0	0.0	0.0	26.0	0.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	13.6	0.0	0.0	21.2	26.1	0.0	0.0	0.0	26.0	0.0	21.8
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	4	6	0	0	7	12	0	0	0	13	0	7

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FORECAST EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	6	Average Delay (sec/veh):	21.4
Optimal Cycle:	29	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	498	249	341	910	0	322	0	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	498	249	341	910	0	322	0	103	0	0	0
Added Vol:	0	0	0	9	0	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	249	350	910	0	343	0	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	498	249	350	910	0	343	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	249	350	910	0	343	0	103	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	498	249	350	910	0	343	0	103	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.63	0.00	0.37	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2834	0	660	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.14	0.21	0.25	0.00	0.12	0.00	0.16	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.26	0.26	0.39	0.65	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.53	0.53	0.39	0.00	0.41	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	30.3	33.0	24.5	8.5	0.0	28.7	0.0	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.3	33.0	24.5	8.5	0.0	28.7	0.0	30.3	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	7	9	6	0	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

Forecast Year 2015 With Ambient Traffic Without Project Conditions

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	2015+1%NP-AM
Command:	2015+1%NP-AM
Volume:	AM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	NONE
Paths:	Default Path
Routes:	Default Route
Configuration:	2015+1%NP-AM

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.225
Loss Time (sec):	6	Average Delay (sec/veh):	19.0
Optimal Cycle:	18	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	3	12	98	5	69	30	303	4	19	340	41
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	3	12	100	5	70	31	309	4	19	347	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	12	100	5	70	31	309	4	19	347	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	3	12	100	5	70	31	309	4	19	347	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	3	12	100	5	70	31	309	4	19	347	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	3	12	100	5	70	31	309	4	19	347	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	0.19	0.75	0.57	0.03	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	113	338	1350	1026	52	722	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.10	0.02	0.09	0.00	0.01	0.10	0.02
Crit Moves:					****		****				****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.08	0.45	0.45	0.06	0.43	0.43
Volume/Cap:	0.02	0.02	0.02	0.23	0.23	0.23	0.23	0.19	0.01	0.19	0.23	0.05
Delay/Veh:	16.3	16.3	16.3	18.0	18.0	18.0	44.0	16.7	15.3	45.7	18.2	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	16.3	18.0	18.0	18.0	44.0	16.7	15.3	45.7	18.2	16.8
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	0	0	0	3	3	3	1	3	0	1	3	1

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
Loss Time (sec): 6 Average Delay (sec/veh): 14.1
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	5	2	5	148	10	36	6	372	8	3	394	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	2	5	151	10	37	6	379	8	3	402	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	5	151	10	37	6	379	8	3	402	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	5	151	10	37	6	379	8	3	402	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	5	151	10	37	6	379	8	3	402	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	5	151	10	37	6	379	8	3	402	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.71	0.29	1.00	0.94	0.06	1.00	1.00	1.96	0.04	1.00	1.81	0.19
Final Sat.:	1286	514	1800	1686	114	1800	1700	3524	76	1700	3253	347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.02	0.00	0.11	0.11	0.00	0.12	0.12
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.02	0.54	0.54	0.01	0.54	0.54
Volume/Cap:	0.01	0.01	0.01	0.23	0.23	0.05	0.23	0.20	0.20	0.20	0.23	0.23
Delay/Veh:	18.8	18.8	18.8	20.7	20.7	19.1	53.0	11.8	11.8	55.4	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	18.8	20.7	20.7	19.1	53.0	11.8	11.8	55.4	12.3	12.3
LOS by Move:	B	B	B	C	C	B	D	B	B	E	B	B
HCM2kAvgQ:	0	0	0	3	3	1	0	3	3	0	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 8 Average Delay (sec/veh): 23.5
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	2	0 2	1 0	2	0 1	0 2	2	0 1	1 0
Volume Module:												
Base Vol:	239	598	121	46	1000	35	41	102	499	227	144	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	244	610	123	47	1020	36	42	104	509	232	147	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	610	123	47	1020	36	42	104	509	232	147	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	610	123	47	1020	36	42	104	509	232	147	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	610	123	47	1020	36	42	104	509	232	147	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	610	123	47	1020	36	42	104	509	232	147	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.90	0.10	2.00	1.00	2.00	2.00	1.77	0.23
Final Sat.:	3200	3600	1800	3200	5217	183	3200	1800	3600	3200	3180	420
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.07	0.01	0.20	0.20	0.01	0.06	0.14	0.07	0.05	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.56	0.72	0.05	0.44	0.44	0.07	0.15	0.32	0.16	0.24	0.24
Volume/Cap:	0.44	0.30	0.09	0.30	0.44	0.44	0.19	0.39	0.44	0.44	0.19	0.19
Delay/Veh:	37.8	11.6	4.1	47.0	19.7	19.7	44.4	39.6	27.4	38.4	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	11.6	4.1	47.0	19.7	19.7	44.4	39.6	27.4	38.4	30.3	30.3
LOS by Move:	D	B	A	D	B	B	D	D	C	D	C	C
HCM2kAvgQ:	4	5	1	1	8	8	1	3	6	4	2	2

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	6	Average Delay (sec/veh):	19.8
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0 0	0	0 1!	0 1
Volume Module:												
Base Vol:	234	674	0	0	938	785	0	0	0	143	1	283
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	239	688	0	0	957	801	0	0	0	146	1	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	688	0	0	957	801	0	0	0	146	1	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	688	0	0	957	801	0	0	0	146	1	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	688	0	0	957	801	0	0	0	146	1	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	688	0	0	957	801	0	0	0	146	1	289
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.50	0.01	1.49
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	902	6	2692
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.00	0.00	0.18	0.44	0.00	0.00	0.00	0.16	0.16	0.11
Crit Moves:	****					****				****		
Green/Cycle:	0.18	0.74	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	0.79	0.26	0.00	0.00	0.32	0.79	0.00	0.00	0.00	0.79	0.79	0.53
Delay/Veh:	53.0	4.3	0.0	0.0	11.8	21.9	0.0	0.0	0.0	45.7	45.7	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	4.3	0.0	0.0	11.8	21.9	0.0	0.0	0.0	45.7	45.7	36.2
LOS by Move:	D	A	A	A	B	C	A	A	A	D	D	D
HCM2kAvgQ:	8	3	0	0	5	20	0	0	0	11	11	6

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	6	Average Delay (sec/veh):	25.7
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	600	258	425	651	0	334	3	203	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	612	263	434	664	0	341	3	207	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	612	263	434	664	0	341	3	207	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	612	263	434	664	0	341	3	207	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	612	263	434	664	0	341	3	207	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	612	263	434	664	0	341	3	207	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.46	0.01	0.53	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2508	14	959	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.15	0.26	0.18	0.00	0.14	0.22	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.22	0.22	0.39	0.61	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.66	0.66	0.30	0.00	0.41	0.66	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	34.4	39.3	27.5	9.3	0.0	26.3	30.6	30.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.4	39.3	27.5	9.3	0.0	26.3	30.6	30.6	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	8	12	5	0	6	11	11	0	0	0

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	2015+1%NP-PM
Command:	2015+1%NP-PM
Volume:	PM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	NONE
Trip Distribution:	NONE
Paths:	Default Path
Routes:	Default Route
Configuration:	2015+1%NP-PM

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	6	Average Delay (sec/veh):	15.3
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	6	32	78	6	52	141	866	4	21	419	115
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	6	33	80	6	53	144	883	4	21	427	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	6	33	80	6	53	144	883	4	21	427	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	6	33	80	6	53	144	883	4	21	427	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	6	33	80	6	53	144	883	4	21	427	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	6	33	80	6	53	144	883	4	21	427	117
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.21	0.12	0.67	0.58	0.04	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	375	225	1200	1032	79	688	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.08	0.08	0.25	0.00	0.01	0.12	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.30	0.69	0.69	0.04	0.42	0.42
Volume/Cap:	0.13	0.13	0.13	0.36	0.36	0.36	0.28	0.36	0.00	0.36	0.28	0.15
Delay/Veh:	31.7	31.7	31.7	33.8	33.8	33.8	27.0	6.5	4.9	50.7	19.0	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	31.7	33.8	33.8	33.8	27.0	6.5	4.9	50.7	19.0	17.9
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	4	4	4	3	6	0	1	4	2

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 6 Average Delay (sec/veh): 12.8
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	22	22	12	121	15	32	77	853	22	10	494	113
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	22	22	12	123	15	33	79	870	22	10	504	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	22	12	123	15	33	79	870	22	10	504	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	22	12	123	15	33	79	870	22	10	504	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	22	12	123	15	33	79	870	22	10	504	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	22	12	123	15	33	79	870	22	10	504	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.50	0.50	1.00	0.89	0.11	1.00	1.00	1.95	0.05	1.00	1.63	0.37
Final Sat.:	900	900	1800	1601	199	1800	1700	3509	91	1700	2930	670
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.02	0.05	0.25	0.25	0.01	0.17	0.17
Crit Moves:					****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.15	0.70	0.70	0.02	0.57	0.57
Volume/Cap:	0.11	0.11	0.03	0.35	0.35	0.08	0.30	0.35	0.35	0.35	0.30	0.30
Delay/Veh:	31.4	31.4	30.7	33.6	33.6	31.2	38.3	5.9	5.9	55.9	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	30.7	33.6	33.6	31.2	38.3	5.9	5.9	55.9	11.3	11.3
LOS by Move:	C	C	C	C	C	C	D	A	A	E	B	B
HCM2kAvgQ:	1	1	0	4	4	1	2	5	5	1	5	5

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 Average Delay (sec/veh): 28.7
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	1	2	0	2	1	0	2	0	1	0	2	2	0	1	1	0
Volume Module:												
Base Vol:	322	662	152	66	779	70	197	394	451	235	274	67
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	328	675	155	67	795	71	201	402	460	240	280	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	675	155	67	795	71	201	402	460	240	280	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	675	155	67	795	71	201	402	460	240	280	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	675	155	67	795	71	201	402	460	240	280	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	675	155	67	795	71	201	402	460	240	280	68
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.75	0.25	2.00	1.00	2.00	2.00	1.61	0.39
Final Sat.:	3200	3600	1800	3200	4955	445	3200	1800	3600	3200	2893	707
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.09	0.02	0.16	0.16	0.06	0.22	0.13	0.07	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.39	0.51	0.04	0.26	0.26	0.19	0.37	0.53	0.12	0.30	0.30
Volume/Cap:	0.61	0.48	0.17	0.48	0.61	0.61	0.33	0.61	0.24	0.61	0.33	0.33
Delay/Veh:	40.6	23.3	13.1	49.4	33.1	33.1	35.1	27.6	12.5	44.4	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	23.3	13.1	49.4	33.1	33.1	35.1	27.6	12.5	44.4	27.6	27.6
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	5	8	2	2	9	9	3	11	4	5	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 6 Average Delay (sec/veh): 22.3
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	0	0	0 3	0	1	0	0 0	0	0	0	0	1! 0	1
Volume Module:																
Base Vol:	136	682	0	0	1009	490	0	0	0	0	0	0	245	0	482	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	139	696	0	0	1029	500	0	0	0	0	0	0	250	0	492	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	139	696	0	0	1029	500	0	0	0	0	0	0	250	0	492	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	139	696	0	0	1029	500	0	0	0	0	0	0	250	0	492	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	139	696	0	0	1029	500	0	0	0	0	0	0	250	0	492	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	139	696	0	0	1029	500	0	0	0	0	0	0	250	0	492	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.50	0.00	1.50			
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	907	0	2693				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.19	0.00	0.00	0.19	0.28	0.00	0.00	0.00	0.28	0.00	0.18				
Crit Moves:	****					****				****						
Green/Cycle:	0.12	0.53	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.41	0.00	0.41				
Volume/Cap:	0.68	0.36	0.00	0.00	0.46	0.68	0.00	0.00	0.00	0.68	0.00	0.45				
Delay/Veh:	50.7	13.7	0.0	0.0	21.6	26.5	0.0	0.0	0.0	25.9	0.0	21.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	50.7	13.7	0.0	0.0	21.6	26.5	0.0	0.0	0.0	25.9	0.0	21.6				
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	C				
HCM2kAvgQ:	4	6	0	0	7	12	0	0	0	13	0	7				

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 6 Average Delay (sec/veh): 21.2
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 3	0	1	1	0 2	0	0	1	0 1!	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	498	249	341	910	0	322	0	103	0	0	0				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	0	508	254	348	928	0	328	0	105	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	508	254	348	928	0	328	0	105	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	508	254	348	928	0	328	0	105	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	508	254	348	928	0	328	0	105	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	508	254	348	928	0	328	0	105	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00				
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.62	0.00	0.38	0.00	0.00	0.00				
Final Sat.:	0	5400	1800	1700	3600	0	2807	0	686	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.14	0.20	0.26	0.00	0.12	0.00	0.15	0.00	0.00	0.00				
Crit Moves:			****	****					****							
Green/Cycle:	0.00	0.27	0.27	0.39	0.65	0.00	0.29	0.00	0.29	0.00	0.00	0.00				
Volume/Cap:	0.00	0.35	0.53	0.53	0.40	0.00	0.41	0.00	0.53	0.00	0.00	0.00				
Delay/Veh:	0.0	29.9	32.5	24.6	8.3	0.0	28.9	0.0	30.6	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	29.9	32.5	24.6	8.3	0.0	28.9	0.0	30.6	0.0	0.0	0.0				
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A				
HCM2kAvgQ:	0	4	7	8	7	0	5	0	8	0	0	0				

Note: Queue reported is the number of cars per lane.

Forecast Year 2015 With Ambient Traffic With Project Conditions

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	2015+1%WP-AM
Command:	2015+1%WP-AM
Volume:	AM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ-AM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	2015+1%WP-AM

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 DWY 1 / VALLEY BLVD

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	0	0 0	0	1	0	0 2	0	0	0	0 2	0	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	337	0		0	410	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	0	0		0	0	0		0	344	0		0	418	0	
Added Vol:	0	0	0		0	0	5		0	6	0		0	11	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	5		0	350	0		0	429	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	5		0	350	0		0	429	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	5		0	350	0		0	429	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	215		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	796		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	796		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	0.01		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	0.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	9.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	A		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				9.5				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 MAIN DWY/ VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.160
Loss Time (sec): 6 Average Delay (sec/veh): 8.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	337	0	0	410	0			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	0	0	0	0	0	0	0	344	0	0	418	0				
Added Vol:	0	0	0	48	0	5	6	0	0	0	5	17				
AUTO SERVIC:	4	0	11	0	0	0	0	0	7	21	0	0				
Initial Fut:	4	0	11	48	0	5	6	344	7	21	423	17				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	4	0	11	48	0	5	6	344	7	21	423	17				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	0	11	48	0	5	6	344	7	21	423	17				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	4	0	11	48	0	5	6	344	7	21	423	17				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00				
Lanes:	0.27	0.00	0.73	0.91	0.00	0.09	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	480	0	1320	1630	0	170	1700	3600	1800	1700	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.03	0.00	0.03	0.00	0.10	0.00	0.01	0.12	0.01				
Crit Moves:				****			****				****					
Green/Cycle:	0.18	0.00	0.18	0.18	0.00	0.18	0.02	0.67	0.67	0.09	0.73	0.73				
Volume/Cap:	0.05	0.00	0.05	0.16	0.00	0.16	0.16	0.14	0.01	0.14	0.16	0.01				
Delay/Veh:	33.6	0.0	33.6	34.5	0.0	34.5	50.0	6.1	5.5	42.7	4.0	3.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	33.6	0.0	33.6	34.5	0.0	34.5	50.0	6.1	5.5	42.7	4.0	3.6				
LOS by Move:	C	A	C	C	A	C	D	A	A	D	A	A				
HCM2kAvgQ:	0	0	0	1	0	1	0	2	0	1	2	0				

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 DWY 2 / VALLEY BLVD

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	0	0 1	0	0	2	0 0	0	0	2	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	337	0	0	410	0			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	0	0	0	0	0	0	0	344	0	0	418	0				
Added Vol:	0	0	0	0	0	5	0	48	0	0	17	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	0	0	5	0	392	0	0	435	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	0	5	0	392	0	0	435	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	0	0	5	0	392	0	0	435	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	793	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	793	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.6			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 6 Average Delay (sec/veh): 18.7
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 2	0	1	0 2	0	1
Volume Module:												
Base Vol:	1	3	12	98	5	69	30	303	4	19	340	41
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	3	12	100	5	70	31	309	4	19	347	42
Added Vol:	0	0	0	0	0	1	3	45	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	12	100	5	71	34	354	4	19	362	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	3	12	100	5	71	34	354	4	19	362	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	3	12	100	5	71	34	354	4	19	362	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	3	12	100	5	71	34	354	4	19	362	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	0.19	0.75	0.57	0.03	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	113	338	1350	1020	52	728	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.10	0.02	0.10	0.00	0.01	0.10	0.02
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.09	0.46	0.46	0.05	0.43	0.43
Volume/Cap:	0.02	0.02	0.02	0.23	0.23	0.23	0.23	0.21	0.00	0.21	0.23	0.05
Delay/Veh:	16.9	16.9	16.9	18.7	18.7	18.7	43.5	16.0	14.4	46.4	18.0	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	16.9	16.9	18.7	18.7	18.7	43.5	16.0	14.4	46.4	18.0	16.5
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	0	0	0	3	3	3	1	3	0	1	3	1

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.237
Loss Time (sec): 6 Average Delay (sec/veh): 14.0
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0	1	0	1 0	0	1	0 1	1	0	1 1	0	1	0 1	1	0
Volume Module:												
Base Vol:	5	2	5	148	10	36	6	372	8	3	394	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	2	5	151	10	37	6	379	8	3	402	43
Added Vol:	0	0	0	0	0	1	3	42	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	5	151	10	38	9	421	8	3	416	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	5	151	10	38	9	421	8	3	416	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	5	151	10	38	9	421	8	3	416	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	5	151	10	38	9	421	8	3	416	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.71	0.29	1.00	0.94	0.06	1.00	1.00	1.96	0.04	1.00	1.81	0.19
Final Sat.:	1286	514	1800	1686	114	1800	1700	3532	68	1700	3264	336
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.02	0.01	0.12	0.12	0.00	0.13	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.02	0.55	0.55	0.01	0.54	0.54
Volume/Cap:	0.01	0.01	0.01	0.24	0.24	0.06	0.24	0.22	0.22	0.22	0.24	0.24
Delay/Veh:	19.4	19.4	19.4	21.4	21.4	19.8	51.2	11.4	11.4	56.8	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	21.4	21.4	19.8	51.2	11.4	11.4	56.8	12.3	12.3
LOS by Move:	B	B	B	C	C	B	D	B	B	E	B	B
HCM2kAvgQ:	0	0	0	3	3	1	1	3	3	0	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 Average Delay (sec/veh): 23.8
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0 1	1	1	2	0 2	1	0	2	0 1	0	2	2	0 1	1	0
Volume Module:																
Base Vol:	239	598	121	46	1000	35	41	102	499	227	144	19				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	244	610	123	47	1020	36	42	104	509	232	147	19				
Added Vol:	9	0	0	0	0	4	13	3	26	0	1	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	253	610	123	47	1020	40	55	107	535	232	148	19				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	253	610	123	47	1020	40	55	107	535	232	148	19				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	253	610	123	47	1020	40	55	107	535	232	148	19				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	253	610	123	47	1020	40	55	107	535	232	148	19				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.89	0.11	2.00	1.00	2.00	2.00	1.77	0.23				
Final Sat.:	3200	3600	1800	3200	5198	202	3200	1800	3600	3200	3183	417				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.17	0.07	0.01	0.20	0.20	0.02	0.06	0.15	0.07	0.05	0.05				
Crit Moves:	****				****				****	****						
Green/Cycle:	0.17	0.56	0.72	0.05	0.43	0.43	0.08	0.15	0.33	0.16	0.23	0.23				
Volume/Cap:	0.45	0.30	0.10	0.30	0.45	0.45	0.20	0.39	0.45	0.45	0.20	0.20				
Delay/Veh:	37.6	11.8	4.3	47.1	20.2	20.2	43.0	39.0	26.8	38.7	31.3	31.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	37.6	11.8	4.3	47.1	20.2	20.2	43.0	39.0	26.8	38.7	31.3	31.3				
LOS by Move:	D	B	A	D	C	C	D	D	C	D	C	C				
HCM2kAvgQ:	4	5	1	1	8	8	1	3	7	4	2	2				

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 6 Average Delay (sec/veh): 19.9
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	0	0	0 3	0	1	0	0 0	0	0	0	0 1!	0	1
Volume Module:																
Base Vol:	234	674	0	0	938	785	0	0	0	143	1	283				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	239	688	0	0	957	801	0	0	0	146	1	289				
Added Vol:	0	6	0	0	10	16	0	0	0	0	0	3				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	239	694	0	0	967	817	0	0	0	146	1	292				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	239	694	0	0	967	817	0	0	0	146	1	292				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	239	694	0	0	967	817	0	0	0	146	1	292				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	239	694	0	0	967	817	0	0	0	146	1	292				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.50	0.01	1.49				
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	897	6	2697				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.19	0.00	0.00	0.18	0.45	0.00	0.00	0.00	0.16	0.16	0.11				
Crit Moves:	****					****					****					
Green/Cycle:	0.17	0.74	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.20	0.20	0.20				
Volume/Cap:	0.81	0.26	0.00	0.00	0.32	0.81	0.00	0.00	0.00	0.81	0.81	0.54				
Delay/Veh:	54.4	4.3	0.0	0.0	11.7	22.2	0.0	0.0	0.0	46.6	46.6	36.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	54.4	4.3	0.0	0.0	11.7	22.2	0.0	0.0	0.0	46.6	46.6	36.4				
LOS by Move:	D	A	A	A	B	C	A	A	A	D	D	D				
HCM2kAvgQ:	8	3	0	0	5	21	0	0	0	11	11	6				

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	6	Average Delay (sec/veh):	25.9
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	600	258	425	651	0	334	3	203	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	612	263	434	664	0	341	3	207	0	0	0
Added Vol:	0	0	0	10	0	0	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	612	263	444	664	0	347	3	207	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	612	263	444	664	0	347	3	207	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	612	263	444	664	0	347	3	207	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	612	263	444	664	0	347	3	207	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.46	0.01	0.53	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2517	14	952	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.15	0.26	0.18	0.00	0.14	0.22	0.22	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.22	0.22	0.39	0.61	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.66	0.66	0.30	0.00	0.42	0.66	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	34.7	39.9	27.5	9.3	0.0	26.5	30.9	30.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.7	39.9	27.5	9.3	0.0	26.5	30.9	30.9	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	8	12	5	0	6	11	11	0	0	0

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	2015+1%WP-PM
Command:	2015+1%WP-PM
Volume:	PM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ-PM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	2015+1%WP-PM

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 DWY 1 / VALLEY BLVD

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	0	0 0	0	1	0	0 2	0	0	0	0 2	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	1011	0	0		481	0		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		1.02	1.02		
Initial Bse:	0	0	0	0	0	0	0	0	1031	0	0		491	0		
Added Vol:	0	0	0	0	0	3	0	21	0	0	12		0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0		0			
Initial Fut:	0	0	0	0	0	3	0	1052	0	0	503		0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
PHF Volume:	0	0	0	0	0	3	0	1052	0	0	503		0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0			
FinalVolume:	0	0	0	0	0	3	0	1052	0	0	503		0			
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	251	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 MAIN DWY/ VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 6 Average Delay (sec/veh): 5.5
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	1011	0	0	0	481	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	0	1031	0	0	0	491	0	0	0
Added Vol:	0	0	0	44	0	8	21	0	0	0	0	3	61	0	0	0
AUTO SERVIC:	8	0	23	0	0	0	0	0	7	21	0	0	0	0	0	0
Initial Fut:	8	0	23	44	0	8	21	1031	7	21	494	61	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	23	44	0	8	21	1031	7	21	494	61	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	23	44	0	8	21	1031	7	21	494	61	61	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	23	44	0	8	21	1031	7	21	494	61	61	0	0	0
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.00	0.74	0.85	0.00	0.15	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	465	0	1335	1523	0	277	1700	3600	1800	1700	3600	1800	1800	0	3600	1800
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.02	0.03	0.00	0.03	0.01	0.29	0.00	0.01	0.14	0.03	0.27	0.00	0.00	0.00
Crit Moves:				****				****		****			****			
Green/Cycle:	0.08	0.00	0.08	0.08	0.00	0.08	0.07	0.82	0.82	0.04	0.79	0.79	0.79	0.00	0.00	0.00
Volume/Cap:	0.21	0.00	0.21	0.35	0.00	0.35	0.17	0.35	0.00	0.35	0.17	0.04	0.34	0.00	0.00	0.00
Delay/Veh:	43.5	0.0	43.5	44.7	0.0	44.7	44.4	2.3	1.6	50.6	2.7	2.4	2.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	43.5	44.7	0.0	44.7	44.4	2.3	1.6	50.6	2.7	2.4	2.4	0.0	0.0	0.0
LOS by Move:	D	A	D	D	A	D	D	A	A	D	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	2	0	2	1	4	0	1	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 DWY 2 / VALLEY BLVD

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[10.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	0	0 1	0	0	2	0 0	0	0	2	0 0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	1011	0	0	481	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	0	1031	0	0	491	0	0	0	0
Added Vol:	0	0	0	0	0	0	3	0	44	0	0	61	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	3	0	1075	0	0	552	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	3	0	1075	0	0	552	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	3	0	1075	0	0	552	0	0	0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		276	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		728	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		728	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*		A	*	*	*	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 6 Average Delay (sec/veh): 15.0
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	6	32	78	6	52	141	866	4	21	419	115
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	6	33	80	6	53	144	883	4	21	427	117
Added Vol:	0	0	0	0	0	4	3	41	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	6	33	80	6	57	147	924	4	21	484	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	6	33	80	6	57	147	924	4	21	484	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	6	33	80	6	57	147	924	4	21	484	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	6	33	80	6	57	147	924	4	21	484	117
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.21	0.12	0.67	0.56	0.04	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	375	225	1200	1003	77	719	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.08	0.08	0.08	0.09	0.26	0.00	0.01	0.13	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.28	0.69	0.69	0.03	0.44	0.44
Volume/Cap:	0.13	0.13	0.13	0.37	0.37	0.37	0.30	0.37	0.00	0.37	0.30	0.15
Delay/Veh:	31.9	31.9	31.9	34.2	34.2	34.2	28.4	6.5	4.7	51.2	18.1	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	31.9	34.2	34.2	34.2	28.4	6.5	4.7	51.2	18.1	16.7
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	4	4	4	4	6	0	1	5	2

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 6 Average Delay (sec/veh): 12.5
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	22	22	12	121	15	32	77	853	22	10	494	113
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	22	22	12	123	15	33	79	870	22	10	504	115
Added Vol:	0	0	0	0	0	4	3	38	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	22	12	123	15	37	82	908	22	10	557	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	22	12	123	15	37	82	908	22	10	557	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	22	12	123	15	37	82	908	22	10	557	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	22	12	123	15	37	82	908	22	10	557	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.50	0.50	1.00	0.89	0.11	1.00	1.00	1.95	0.05	1.00	1.66	0.34
Final Sat.:	900	900	1800	1601	199	1800	1700	3513	87	1700	2983	617
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.02	0.05	0.26	0.26	0.01	0.19	0.19
Crit Moves:					****			****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.15	0.71	0.71	0.02	0.58	0.58
Volume/Cap:	0.12	0.12	0.03	0.36	0.36	0.10	0.32	0.36	0.36	0.36	0.32	0.32
Delay/Veh:	32.0	32.0	31.3	34.2	34.2	31.8	38.8	5.7	5.7	56.5	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	31.3	34.2	34.2	31.8	38.8	5.7	5.7	56.5	11.0	11.0
LOS by Move:	C	C	C	C	C	C	D	A	A	E	B	B
HCM2kAvgQ:	1	1	0	4	4	1	3	6	6	1	5	5

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 Average Delay (sec/veh): 28.8
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	2	0 2	1 0	2	0 1	0 2	2	0 1	1 0
Volume Module:												
Base Vol:	322	662	152	66	779	70	197	394	451	235	274	67
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	328	675	155	67	795	71	201	402	460	240	280	68
Added Vol:	33	0	0	0	0	16	12	3	24	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	675	155	67	795	87	213	405	484	240	284	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	675	155	67	795	87	213	405	484	240	284	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	675	155	67	795	87	213	405	484	240	284	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	675	155	67	795	87	213	405	484	240	284	68
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.70	0.30	2.00	1.00	2.00	2.00	1.61	0.39
Final Sat.:	3200	3600	1800	3200	4865	535	3200	1800	3600	3200	2901	699
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.09	0.02	0.16	0.16	0.07	0.22	0.13	0.07	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.40	0.52	0.04	0.26	0.26	0.19	0.36	0.54	0.12	0.28	0.28
Volume/Cap:	0.63	0.47	0.17	0.47	0.63	0.63	0.34	0.63	0.25	0.63	0.34	0.34
Delay/Veh:	40.0	22.6	12.8	49.1	33.6	33.6	35.1	28.4	12.3	45.2	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	22.6	12.8	49.1	33.6	33.6	35.1	28.4	12.3	45.2	28.5	28.5
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	6	7	2	2	9	9	3	11	4	5	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 6 Average Delay (sec/veh): 22.3
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	0	0 1!	0 1
Volume Module:												
Base Vol:	136	682	0	0	1009	490	0	0	0	245	0	482
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	139	696	0	0	1029	500	0	0	0	250	0	492
Added Vol:	0	21	0	0	9	15	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	717	0	0	1038	515	0	0	0	250	0	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	717	0	0	1038	515	0	0	0	250	0	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	717	0	0	1038	515	0	0	0	250	0	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	717	0	0	1038	515	0	0	0	250	0	504
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.50	0.00	1.50
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	897	0	2703
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.00	0.00	0.19	0.29	0.00	0.00	0.00	0.28	0.00	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.12	0.53	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.69	0.37	0.00	0.00	0.46	0.69	0.00	0.00	0.00	0.69	0.00	0.46
Delay/Veh:	51.9	13.6	0.0	0.0	21.3	26.6	0.0	0.0	0.0	26.4	0.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	13.6	0.0	0.0	21.3	26.6	0.0	0.0	0.0	26.4	0.0	21.9
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	4	6	0	0	7	13	0	0	0	14	0	8

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	6	Average Delay (sec/veh):	21.5
Optimal Cycle:	29	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	498	249	341	910	0	322	0	103	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	508	254	348	928	0	328	0	105	0	0	0
Added Vol:	0	0	0	9	0	0	21	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	508	254	357	928	0	349	0	105	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	508	254	357	928	0	349	0	105	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	508	254	357	928	0	349	0	105	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	508	254	357	928	0	349	0	105	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.63	0.00	0.37	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2833	0	660	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.14	0.21	0.26	0.00	0.12	0.00	0.16	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.26	0.26	0.39	0.65	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.54	0.54	0.40	0.00	0.42	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	30.4	33.2	24.7	8.5	0.0	28.8	0.0	30.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.4	33.2	24.7	8.5	0.0	28.8	0.0	30.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	7	9	7	0	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

Forecast Year 2015 With Ambient & Cumulative Traffic Without Project Conditions

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	2015+1%+CUML-NP-AM
Command:	2015+1%+CUML-NP-AM
Volume:	AM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	CUML-AM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	2015+1%+CUML-NP-AM

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	6	Average Delay (sec/veh):	19.0
Optimal Cycle:	19	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	3	12	98	5	69	30	303	4	19	340	41
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	3	12	100	5	70	31	309	4	19	347	42
Added Vol:	0	0	0	13	0	5	4	32	0	0	37	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	12	113	5	75	35	341	4	19	384	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	3	12	113	5	75	35	341	4	19	384	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	3	12	113	5	75	35	341	4	19	384	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	3	12	113	5	75	35	341	4	19	384	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	0.19	0.75	0.58	0.03	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	113	338	1350	1051	47	701	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.11	0.02	0.09	0.00	0.01	0.11	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.08	0.45	0.45	0.05	0.43	0.43
Volume/Cap:	0.02	0.02	0.02	0.25	0.25	0.25	0.25	0.21	0.00	0.21	0.25	0.07
Delay/Veh:	16.4	16.4	16.4	18.3	18.3	18.3	44.0	16.5	14.9	46.3	18.4	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	16.4	16.4	18.3	18.3	18.3	44.0	16.5	14.9	46.3	18.4	17.0
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	0	0	0	4	4	4	1	3	0	1	4	1

Note: Queue reported is the number of cars per lane.

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BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.247
Loss Time (sec): 6 Average Delay (sec/veh): 13.7
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	2	5	148	10	36	6	372	8	3	394	42
Growth Adj:	1.02 1.02		1.02	1.02 1.02		1.02	1.02 1.02		1.02	1.02 1.02		1.02
Initial Bse:	5	2	5	151	10	37	6	379	8	3	402	43
Added Vol:	0	0	0	0	0	5	4	41	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	5	151	10	42	10	420	8	3	449	43
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	5	2	5	151	10	42	10	420	8	3	449	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	5	151	10	42	10	420	8	3	449	43
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	5	2	5	151	10	42	10	420	8	3	449	43
Saturation Flow Module:												
Sat/Lane:	1800 1800		1800	1800 1800		1800	1800 1800		1800	1800 1800		1800
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	0.94 1.00		1.00	0.94 1.00		1.00
Lanes:	0.71 0.29		1.00	0.94 0.06		1.00	1.00 1.96		0.04	1.00 1.83		0.17
Final Sat.:	1286 514		1800	1686 114		1800	1700 3531		69	1700 3286		314
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.09 0.09		0.02	0.01 0.12		0.12	0.00 0.14		0.14
Crit Moves:				****			****			****		
Green/Cycle:	0.36 0.36		0.36	0.36 0.36		0.36	0.02 0.57		0.57	0.01 0.55		0.55
Volume/Cap:	0.01 0.01		0.01	0.25 0.25		0.06	0.25 0.21		0.21	0.21 0.25		0.25
Delay/Veh:	20.4 20.4		20.4	22.5 22.5		20.8	51.0 10.6		10.6	56.3 11.6		11.6
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
AdjDel/Veh:	20.4 20.4		20.4	22.5 22.5		20.8	51.0 10.6		10.6	56.3 11.6		11.6
LOS by Move:	C	C	C	C	C	C	D	B	B	E	B	B
HCM2kAvgQ:	0	0	0	3	3	1	1	3	3	0	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 8 Average Delay (sec/veh): 23.8
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 1	2 0	2	1 0	2 0	1	0 2	2 0	1	1 0
Volume Module:												
Base Vol:	239	598	121	46	1000	35	41	102	499	227	144	19
Growth Adj:	1.02 1.02		1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	244	610	123	47	1020	36	42	104	509	232	147	19
Added Vol:	11	23	8	8	41	19	13	17	10	5	17	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	633	131	55	1061	55	55	121	519	237	164	24
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	633	131	55	1061	55	55	121	519	237	164	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	633	131	55	1061	55	55	121	519	237	164	24
PCE Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	633	131	55	1061	55	55	121	519	237	164	24
Saturation Flow Module:												
Sat/Lane:	1800 1800		1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89 1.00		1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00 2.00		1.00	2.00	2.85	0.15	2.00	1.00	2.00	2.00	1.74	0.26
Final Sat.:	3200 3600		1800	3200	5135	265	3200	1800	3600	3200	3134	466
Capacity Analysis Module:												
Vol/Sat:	0.08 0.18		0.07	0.02	0.21	0.21	0.02	0.07	0.14	0.07	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17 0.56		0.72	0.05	0.44	0.44	0.07	0.14	0.32	0.16	0.23	0.23
Volume/Cap:	0.46 0.31		0.10	0.31	0.46	0.46	0.23	0.46	0.46	0.46	0.23	0.23
Delay/Veh:	37.9 11.7		4.2	46.5	19.6	19.6	44.0	40.5	27.6	38.8	31.5	31.5
User DelAdj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9 11.7		4.2	46.5	19.6	19.6	44.0	40.5	27.6	38.8	31.5	31.5
LOS by Move:	D	B	A	D	B	B	D	D	C	D	C	C
HCM2kAvgQ:	4	5	1	1	8	8	1	4	7	4	2	2

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 6 Average Delay (sec/veh): 21.9
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0 0	0	0 1!	0 1
Volume Module:												
Base Vol:	234	674	0	0	938	785	0	0	0	143	1	283
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	239	688	0	0	957	801	0	0	0	146	1	289
Added Vol:	29	39	0	0	50	6	0	0	0	33	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	727	0	0	1007	807	0	0	0	179	1	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	727	0	0	1007	807	0	0	0	179	1	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	727	0	0	1007	807	0	0	0	179	1	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	727	0	0	1007	807	0	0	0	179	1	292
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.55	0.01	1.44
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	988	6	2606
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.00	0.00	0.19	0.45	0.00	0.00	0.00	0.18	0.18	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.19	0.72	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.84	0.28	0.00	0.00	0.35	0.84	0.00	0.00	0.00	0.84	0.84	0.52
Delay/Veh:	56.4	4.8	0.0	0.0	13.3	26.0	0.0	0.0	0.0	48.1	48.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	4.8	0.0	0.0	13.3	26.0	0.0	0.0	0.0	48.1	48.1	35.1
LOS by Move:	E	A	A	A	B	C	A	A	A	D	D	D
HCM2kAvgQ:	9	4	0	0	6	22	0	0	0	12	12	6

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 6 Average Delay (sec/veh): 26.8
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	600	258	425	651	0	334	3	203	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	612	263	434	664	0	341	3	207	0	0	0
Added Vol:	0	62	18	3	80	0	6	0	57	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	674	281	437	744	0	347	3	264	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	674	281	437	744	0	347	3	264	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	674	281	437	744	0	347	3	264	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	674	281	437	744	0	347	3	264	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.95	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.40	0.01	0.59	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2406	12	1058	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.16	0.26	0.21	0.00	0.14	0.25	0.25	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.00	0.22	0.22	0.36	0.59	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.71	0.71	0.35	0.00	0.41	0.71	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	35.2	41.6	30.9	10.9	0.0	24.5	30.4	30.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.2	41.6	30.9	10.9	0.0	24.5	30.4	30.4	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	7	9	12	6	0	6	13	13	0	0	0

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	2015+1%+CUML-NP-PM
Command:	2015+1%+CUML-NP-PM
Volume:	PM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	CUML-PM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	2015+1%+CUML-NP-PM

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	6	Average Delay (sec/veh):	15.6
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	6	32	78	6	52	141	866	4	21	419	115
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	6	33	80	6	53	144	883	4	21	427	117
Added Vol:	0	0	0	11	0	4	4	35	0	0	32	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	6	33	91	6	57	148	918	4	21	459	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	6	33	91	6	57	148	918	4	21	459	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	6	33	91	6	57	148	918	4	21	459	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	6	33	91	6	57	148	918	4	21	459	128
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.21	0.12	0.67	0.59	0.04	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	375	225	1200	1060	72	668	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.09	0.09	0.09	0.09	0.26	0.00	0.01	0.13	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.29	0.68	0.68	0.03	0.42	0.42
Volume/Cap:	0.12	0.12	0.12	0.38	0.38	0.38	0.30	0.38	0.00	0.38	0.30	0.17
Delay/Veh:	30.8	30.8	30.8	33.2	33.2	33.2	28.0	7.0	5.2	51.4	19.1	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	30.8	33.2	33.2	33.2	28.0	7.0	5.2	51.4	19.1	18.0
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	4	4	4	4	6	0	1	5	2

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 6 Average Delay (sec/veh): 12.6
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	22	22	12	121	15	32	77	853	22	10	494	113
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	22	22	12	123	15	33	79	870	22	10	504	115
Added Vol:	0	0	0	0	0	4	4	42	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	22	12	123	15	37	83	912	22	10	544	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	22	12	123	15	37	83	912	22	10	544	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	22	12	123	15	37	83	912	22	10	544	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	22	12	123	15	37	83	912	22	10	544	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.50	0.50	1.00	0.89	0.11	1.00	1.00	1.95	0.05	1.00	1.65	0.35
Final Sat.:	900	900	1800	1601	199	1800	1700	3514	86	1700	2970	630
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.02	0.05	0.26	0.26	0.01	0.18	0.18
Crit Moves:					****			****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.15	0.71	0.71	0.02	0.58	0.58
Volume/Cap:	0.12	0.12	0.03	0.36	0.36	0.10	0.32	0.36	0.36	0.36	0.32	0.32
Delay/Veh:	32.0	32.0	31.3	34.3	34.3	31.8	38.4	5.7	5.7	56.6	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	31.3	34.3	34.3	31.8	38.4	5.7	5.7	56.6	11.1	11.1
LOS by Move:	C	C	C	C	C	C	D	A	A	E	B	B
HCM2kAvgQ:	1	1	0	4	4	1	3	6	6	1	5	5

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 8 Average Delay (sec/veh): 29.1
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	2	0 2	1 0	2	0 1	0 2	2	0 1	1 0
Volume Module:												
Base Vol:	322	662	152	66	779	70	197	394	451	235	274	67
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	328	675	155	67	795	71	201	402	460	240	280	68
Added Vol:	11	45	6	6	31	13	16	15	11	7	16	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	720	161	73	826	84	217	417	471	247	296	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	720	161	73	826	84	217	417	471	247	296	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	720	161	73	826	84	217	417	471	247	296	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	720	161	73	826	84	217	417	471	247	296	75
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.72	0.28	2.00	1.00	2.00	2.00	1.59	0.41
Final Sat.:	3200	3600	1800	3200	4899	501	3200	1800	3600	3200	2869	731
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.09	0.02	0.17	0.17	0.07	0.23	0.13	0.08	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.39	0.51	0.04	0.27	0.27	0.19	0.37	0.53	0.12	0.29	0.29
Volume/Cap:	0.63	0.51	0.18	0.51	0.63	0.63	0.35	0.63	0.25	0.63	0.35	0.35
Delay/Veh:	41.3	23.6	13.2	49.9	33.4	33.4	35.3	28.2	12.6	45.2	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	23.6	13.2	49.9	33.4	33.4	35.3	28.2	12.6	45.2	28.0	28.0
LOS by Move:	D	C	B	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	5	8	3	2	9	9	3	11	4	5	5	5

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 6 Average Delay (sec/veh): 24.2
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0 0	0	0 1!	0 1
Volume Module:												
Base Vol:	136	682	0	0	1009	490	0	0	0	245	0	482
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	139	696	0	0	1029	500	0	0	0	250	0	492
Added Vol:	60	58	0	0	43	6	0	0	0	24	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	754	0	0	1072	506	0	0	0	274	0	496
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	754	0	0	1072	506	0	0	0	274	0	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	754	0	0	1072	506	0	0	0	274	0	496
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	754	0	0	1072	506	0	0	0	274	0	496
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.52	0.00	1.48
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	945	0	2655
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.00	0.00	0.20	0.28	0.00	0.00	0.00	0.29	0.00	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.16	0.54	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.73	0.38	0.00	0.00	0.52	0.73	0.00	0.00	0.00	0.73	0.00	0.47
Delay/Veh:	49.7	13.3	0.0	0.0	23.9	30.4	0.0	0.0	0.0	28.3	0.0	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	13.3	0.0	0.0	23.9	30.4	0.0	0.0	0.0	28.3	0.0	22.6
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	6	6	0	0	8	13	0	0	0	15	0	8

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 Average Delay (sec/veh): 22.1
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	498	249	341	910	0	322	0	103	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	508	254	348	928	0	328	0	105	0	0	0
Added Vol:	0	111	35	3	63	0	7	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	619	289	351	991	0	335	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	619	289	351	991	0	335	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	619	289	351	991	0	335	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	619	289	351	991	0	335	0	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.96	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.55	0.00	0.45	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2682	0	807	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.16	0.21	0.28	0.00	0.13	0.00	0.18	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.28	0.28	0.36	0.64	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.58	0.58	0.43	0.00	0.41	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	29.6	32.7	27.4	9.3	0.0	27.9	0.0	30.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.6	32.7	27.4	9.3	0.0	27.9	0.0	30.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	8	9	7	0	6	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Forecast Year 2015 With Ambient & Cumulative Traffic With Project Conditions

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	2015+1%+CUML-WP-AM
Command:	2015+1%+CUML-WP-AM
Volume:	AM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ+CUML-AM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	2015+1%+CUML-WP-AM

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 DWY 1 / VALLEY BLVD

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	0	0 0	0	1	0	0 2	0	0	0	0 2	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0		0	337	0	0	0	410	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02		1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	0	0	0	0	0	0	0		0	344	0	0	0	418	0	
Added Vol:	0	0	0	0	0	5	0		0	42	0	0	0	53	0	
PasserByVol:	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	5	0		0	386	0	0	0	471	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	5	0		0	386	0	0	0	471	0	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0	0	0	0	0	
FinalVolume:	0	0	0	0	0	5	0		0	386	0	0	0	471	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	236	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	772	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	772	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx						
ApproachLOS:	*			A			*			*						

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 MAIN DWY/ VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.173
Loss Time (sec): 6 Average Delay (sec/veh): 7.7
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	2	0	1	0	2
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	337	0		0	410	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	0	0		0	0	0		0	344	0		0	418	0	
Added Vol:	0	0	0		48	0	5		6	36	0		0	48	17	
AUTO SERVIC:	4	0	11		0	0	0		0	0	7		21	0	0	
Initial Fut:	4	0	11		48	0	5		6	380	7		21	466	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	0	11		48	0	5		6	380	7		21	466	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	0	11		48	0	5		6	380	7		21	466	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	0	11		48	0	5		6	380	7		21	466	17	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.27	0.00	0.73		0.91	0.00	0.09		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	480	0	1320		1630	0	170		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01		0.03	0.00	0.03		0.00	0.11	0.00		0.01	0.13	0.01	
Crit Moves:					****				****					****		
Green/Cycle:	0.17	0.00	0.17		0.17	0.00	0.17		0.02	0.69	0.69		0.08	0.75	0.75	
Volume/Cap:	0.05	0.00	0.05		0.17	0.00	0.17		0.17	0.15	0.01		0.15	0.17	0.01	
Delay/Veh:	34.8	0.0	34.8		35.7	0.0	35.7		50.5	5.4	4.9		43.3	3.6	3.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.8	0.0	34.8		35.7	0.0	35.7		50.5	5.4	4.9		43.3	3.6	3.2	
LOS by Move:	C	A	C		D	A	D		D	A	A		D	A	A	
HCM2kAvgQ:	0	0	0		1	0	1		0	2	0		1	2	0	

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 DWY 2 / VALLEY BLVD

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0		0	0	0	0		0	0	337	0		0	0	410	0		
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02	1.02		1.02	1.02	1.02	1.02		1.02	1.02	1.02	1.02		
Initial Bse:	0	0	0		0	0	0	0		0	0	344	0		0	0	418	0		
Added Vol:	0	0	0		0	0	0	5		0	0	84	0		0	0	59	0		
PasserByVol:	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Initial Fut:	0	0	0		0	0	0	5		0	0	428	0		0	0	477	0		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0		0	0	0	5		0	0	428	0		0	0	477	0		
Reduct Vol:	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
FinalVolume:	0	0	0		0	0	0	5		0	0	428	0		0	0	477	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		6.9			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		3.3			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx		239			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx		769			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx		769			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx		0.01			xxxx	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx		0.0			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		9.7			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		*	*		A			*	*	*		*	*	*			
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*		*	*	*				*	*	*		*	*	*			
ApproachDel:	xxxxxx					9.7					xxxxxx					xxxxxx				
ApproachLOS:	*					A					*					*				

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 6 Average Delay (sec/veh): 18.8
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	3	12	98	5	69	30	303	4	19	340	41
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	3	12	100	5	70	31	309	4	19	347	42
Added Vol:	0	0	0	13	0	7	7	77	0	0	53	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	12	113	5	77	38	386	4	19	400	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	3	12	113	5	77	38	386	4	19	400	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	3	12	113	5	77	38	386	4	19	400	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	3	12	113	5	77	38	386	4	19	400	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	0.19	0.75	0.58	0.03	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	113	338	1350	1040	47	713	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.11	0.02	0.11	0.00	0.01	0.11	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.09	0.47	0.47	0.05	0.43	0.43
Volume/Cap:	0.02	0.02	0.02	0.26	0.26	0.26	0.26	0.23	0.00	0.23	0.26	0.07
Delay/Veh:	16.9	16.9	16.9	18.9	18.9	18.9	43.6	15.9	14.2	47.1	18.2	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	16.9	16.9	18.9	18.9	18.9	43.6	15.9	14.2	47.1	18.2	16.7
LOS by Move:	B	B	B	B	B	B	D	B	B	D	B	B
HCM2kAvgQ:	0	0	0	4	4	4	1	3	0	1	4	1

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.253
Loss Time (sec): 6 Average Delay (sec/veh): 13.6
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	5	2	5	148	10	36	6	372	8	3	394	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	2	5	151	10	37	6	379	8	3	402	43
Added Vol:	0	0	0	0	0	7	7	82	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	5	151	10	44	13	461	8	3	463	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	5	151	10	44	13	461	8	3	463	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	5	151	10	44	13	461	8	3	463	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	5	151	10	44	13	461	8	3	463	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.71	0.29	1.00	0.94	0.06	1.00	1.00	1.97	0.03	1.00	1.83	0.17
Final Sat.:	1286	514	1800	1686	114	1800	1700	3537	63	1700	3295	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.02	0.01	0.13	0.13	0.00	0.14	0.14
Crit Moves:					****		****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.03	0.58	0.58	0.01	0.56	0.56
Volume/Cap:	0.01	0.01	0.01	0.25	0.25	0.07	0.25	0.23	0.23	0.23	0.25	0.25
Delay/Veh:	21.0	21.0	20.9	23.1	23.1	21.4	49.9	10.3	10.3	57.6	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	20.9	23.1	23.1	21.4	49.9	10.3	10.3	57.6	11.6	11.6
LOS by Move:	C	C	C	C	C	C	D	B	B	E	B	B
HCM2kAvgQ:	0	0	0	4	4	1	1	3	3	0	4	4

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 Average Delay (sec/veh): 24.1
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	1	2	0	2	1	0	2	0	1	0	2	
Volume Module:																
Base Vol:	239	598	121		46	1000	35		41	102	499		227	144	19	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	244	610	123		47	1020	36		42	104	509		232	147	19	
Added Vol:	20	23	8		8	41	23		26	21	36		5	18	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	264	633	131		55	1061	59		68	125	545		237	165	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	264	633	131		55	1061	59		68	125	545		237	165	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	264	633	131		55	1061	59		68	125	545		237	165	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	264	633	131		55	1061	59		68	125	545		237	165	24	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	1.00	1.00		0.89	1.00	1.00		0.89	1.00	1.00		0.89	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.84	0.16		2.00	1.00	2.00		2.00	1.74	0.26	
Final Sat.:	3200	3600	1800		3200	5117	283		3200	1800	3600		3200	3136	464	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.18	0.07		0.02	0.21	0.21		0.02	0.07	0.15		0.07	0.05	0.05	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.18	0.56	0.72		0.05	0.44	0.44		0.09	0.15	0.32		0.16	0.22	0.22	
Volume/Cap:	0.47	0.31	0.10		0.31	0.47	0.47		0.24	0.47	0.47		0.47	0.24	0.24	
Delay/Veh:	37.7	11.8	4.3		46.5	19.9	19.9		43.0	40.4	27.3		39.1	32.5	32.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.7	11.8	4.3		46.5	19.9	19.9		43.0	40.4	27.3		39.1	32.5	32.5	
LOS by Move:	D	B	A		D	B	B		D	D	C		D	C	C	
HCM2kAvgQ:	4	5	1		1	8	8		1	4	7		4	2	2	

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 6 Average Delay (sec/veh): 22.2
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	0	0	3	0	1	0	0	0	0	0	1!	0
Volume Module:																
Base Vol:	234	674	0		0	938	785		0	0	0		143	1	283	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	239	688	0		0	957	801		0	0	0		146	1	289	
Added Vol:	29	44	0		0	60	22		0	0	0		33	0	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	268	732	0		0	1017	823		0	0	0		179	1	296	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	268	732	0		0	1017	823		0	0	0		179	1	296	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	268	732	0		0	1017	823		0	0	0		179	1	296	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	268	732	0		0	1017	823		0	0	0		179	1	296	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		0.54	0.01	1.45	
Final Sat.:	1700	3600	0		0	5400	1800		0	0	0		982	6	2612	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.20	0.00		0.00	0.19	0.46		0.00	0.00	0.00		0.18	0.18	0.11	
Crit Moves:	****						****						****			
Green/Cycle:	0.19	0.73	0.00		0.00	0.54	0.54		0.00	0.00	0.00		0.21	0.21	0.21	
Volume/Cap:	0.85	0.28	0.00		0.00	0.35	0.85		0.00	0.00	0.00		0.85	0.85	0.53	
Delay/Veh:	58.1	4.8	0.0		0.0	13.1	26.6		0.0	0.0	0.0		49.2	49.2	35.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.1	4.8	0.0		0.0	13.1	26.6		0.0	0.0	0.0		49.2	49.2	35.3	
LOS by Move:	E	A	A		A	B	C		A	A	A		D	D	D	
HCM2kAvgQ:	9	4	0		0	6	22		0	0	0		12	12	6	

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 6 Average Delay (sec/veh): 27.0
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	600	258	425	651	0	334	3	203	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	612	263	434	664	0	341	3	207	0	0	0
Added Vol:	0	62	18	13	80	0	12	0	57	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	674	281	447	744	0	353	3	264	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	674	281	447	744	0	353	3	264	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	674	281	447	744	0	353	3	264	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	674	281	447	744	0	353	3	264	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.95	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.41	0.01	0.58	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2414	12	1050	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.16	0.26	0.21	0.00	0.15	0.25	0.25	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.22	0.22	0.37	0.59	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.71	0.71	0.35	0.00	0.41	0.71	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	35.5	42.2	30.9	10.8	0.0	24.7	30.8	30.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.5	42.2	30.9	10.8	0.0	24.7	30.8	30.8	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	7	9	13	6	0	6	13	13	0	0	0

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	2015+1%+CUML-WP-PM
Command:	2015+1%+CUML-WP-PM
Volume:	PM
Geometry:	EX
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ+CUML-PM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	2015+1%+CUML-WP-PM

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 DWY 1 / VALLEY BLVD

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 0	0	0	0	0 0	0	1	0	0 2	0	0	0	0 2	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	1011	0	0		481	0		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	0	1031	0	0		491	0		
Added Vol:	0	0	0	0	0	0	3	0	60	0	0		48	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0		0	0		
Initial Fut:	0	0	0	0	0	0	3	0	1091	0	0		539	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	3	0	1091	0	0		539	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	0		
FinalVolume:	0	0	0	0	0	0	3	0	1091	0	0		539	0		
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx		269	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		735	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx		735	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*		A	*	*	*	*	*	*			

Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 MAIN DWY/ VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 6 Average Delay (sec/veh): 5.4
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	2	0	1	0	2
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1011	0		0	481	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	0	0		0	0	0		0	1031	0		0	491	0	
Added Vol:	0	0	0		44	0	8		21	39	0		0	39	61	
AUTO SERVIC:	8	0	23		0	0	0		0	0	7		21	0	0	
Initial Fut:	8	0	23		44	0	8		21	1070	7		21	530	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	0	23		44	0	8		21	1070	7		21	530	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	0	23		44	0	8		21	1070	7		21	530	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	0	23		44	0	8		21	1070	7		21	530	61	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.26	0.00	0.74		0.85	0.00	0.15		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	465	0	1335		1523	0	277		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.02		0.03	0.00	0.03		0.01	0.30	0.00		0.01	0.15	0.03	
Crit Moves:					****					****			****			
Green/Cycle:	0.08	0.00	0.08		0.08	0.00	0.08		0.07	0.83	0.83		0.03	0.79	0.79	
Volume/Cap:	0.21	0.00	0.21		0.36	0.00	0.36		0.19	0.36	0.00		0.36	0.19	0.04	
Delay/Veh:	43.8	0.0	43.8		45.1	0.0	45.1		44.9	2.2	1.5		51.0	2.5	2.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.8	0.0	43.8		45.1	0.0	45.1		44.9	2.2	1.5		51.0	2.5	2.2	
LOS by Move:	D		A	D	D		A	D	D		A	A	D		A	A
HCM2kAvgQ:	1		0	1	2		0	2	1		4	0	1		2	0

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 DWY 2 / VALLEY BLVD

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[10.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	1011	0		0	481	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	0	0		0	0	0		0	1031	0		0	491	0	
Added Vol:	0	0	0		0	0	3		0	84	0		0	97	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	3		0	1115	0		0	588	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	3		0	1115	0		0	588	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	3		0	1115	0		0	588	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	294		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	709		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	709		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	0.00		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	0.0		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	10.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*		*		*		B		*		*		*		*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx				10.1				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 LOCUST AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 6 Average Delay (sec/veh): 15.4
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 2 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	6	32	78	6	52	141	866	4	21	419	115
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	6	33	80	6	53	144	883	4	21	427	117
Added Vol:	0	0	0	11	0	8	7	76	0	0	89	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	6	33	91	6	61	151	959	4	21	516	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	6	33	91	6	61	151	959	4	21	516	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	6	33	91	6	61	151	959	4	21	516	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	6	33	91	6	61	151	959	4	21	516	128
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.21	0.12	0.67	0.57	0.04	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	375	225	1200	1034	70	697	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.09	0.09	0.09	0.09	0.27	0.00	0.01	0.14	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.27	0.68	0.68	0.03	0.44	0.44
Volume/Cap:	0.12	0.12	0.12	0.39	0.39	0.39	0.32	0.39	0.00	0.39	0.32	0.16
Delay/Veh:	31.0	31.0	31.0	33.6	33.6	33.6	29.4	6.9	5.0	52.0	18.3	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	31.0	33.6	33.6	33.6	29.4	6.9	5.0	52.0	18.3	16.9
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
HCM2kAvgQ:	1	1	1	4	4	4	4	6	0	1	5	2

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 LINDEN AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 6 Average Delay (sec/veh): 12.4
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0 1	0	1	0 0 1	1	0	1 1 0	1	0 1	1 0
Volume Module:												
Base Vol:	22	22	12	121	15	32	77	853	22	10	494	113
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	22	22	12	123	15	33	79	870	22	10	504	115
Added Vol:	0	0	0	0	0	8	7	80	0	0	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	22	12	123	15	41	86	950	22	10	597	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	22	12	123	15	41	86	950	22	10	597	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	22	12	123	15	41	86	950	22	10	597	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	22	12	123	15	41	86	950	22	10	597	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.50	0.50	1.00	0.89	0.11	1.00	1.00	1.95	0.05	1.00	1.68	0.32
Final Sat.:	900	900	1800	1601	199	1800	1700	3517	83	1700	3017	583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.02	0.05	0.27	0.27	0.01	0.20	0.20
Crit Moves:					****			****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.15	0.72	0.72	0.02	0.59	0.59
Volume/Cap:	0.12	0.12	0.03	0.38	0.38	0.11	0.34	0.38	0.38	0.38	0.34	0.34
Delay/Veh:	32.5	32.5	31.8	34.9	34.9	32.5	38.9	5.5	5.5	57.2	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	31.8	34.9	34.9	32.5	38.9	5.5	5.5	57.2	10.8	10.8
LOS by Move:	C	C	C	C	C	C	D	A	A	E	B	B
HCM2kAvgQ:	1	1	0	4	4	1	3	6	6	1	6	6

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 CEDAR AVE / VALLEY BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 8 Average Delay (sec/veh): 29.2
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1	1	2	0	2	1	0	2	0	1	0	2	
Volume Module:																
Base Vol:	322	662	152		66	779	70		197	394	451		235	274	67	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	328	675	155		67	795	71		201	402	460		240	280	68	
Added Vol:	44	45	6		6	31	30		28	18	34		7	20	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	372	720	161		73	826	101		229	420	494		247	300	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	372	720	161		73	826	101		229	420	494		247	300	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	372	720	161		73	826	101		229	420	494		247	300	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	372	720	161		73	826	101		229	420	494		247	300	75	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	1.00	1.00		0.89	1.00	1.00		0.89	1.00	1.00		0.89	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.67	0.33		2.00	1.00	2.00		2.00	1.60	0.40	
Final Sat.:	3200	3600	1800		3200	4809	591		3200	1800	3600		3200	2876	724	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.20	0.09		0.02	0.17	0.17		0.07	0.23	0.14		0.08	0.10	0.10	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.18	0.40	0.52		0.05	0.26	0.26		0.19	0.36	0.54		0.12	0.28	0.28	
Volume/Cap:	0.65	0.50	0.17		0.50	0.65	0.65		0.37	0.65	0.26		0.65	0.37	0.37	
Delay/Veh:	40.8	22.9	12.9		49.4	33.8	33.8		35.3	29.2	12.5		46.1	28.9	28.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.8	22.9	12.9		49.4	33.8	33.8		35.3	29.2	12.5		46.1	28.9	28.9	
LOS by Move:	D	C	B		D	C	C		D	C	B		D	C	C	
HCM2kAvgQ:	6	8	3		2	9	9		4	12	4		5	5	5	

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 CEDAR AVE / I-10 WB RAMPS

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 6 Average Delay (sec/veh): 24.2
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	0	0	3	0	1	0	0	0	0	0	1! 0	1
Volume Module:																
Base Vol:	136	682	0		0	1009	490		0	0	0		245	0	482	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	139	696	0		0	1029	500		0	0	0		250	0	492	
Added Vol:	60	79	0		0	51	21		0	0	0		24	0	16	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	199	775	0		0	1080	521		0	0	0		274	0	508	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	199	775	0		0	1080	521		0	0	0		274	0	508	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	199	775	0		0	1080	521		0	0	0		274	0	508	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	199	775	0		0	1080	521		0	0	0		274	0	508	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	3.00	1.00		0.00	0.00	0.00		0.52	0.00	1.48	
Final Sat.:	1700	3600	0		0	5400	1800		0	0	0		934	0	2666	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.22	0.00		0.00	0.20	0.29		0.00	0.00	0.00		0.29	0.00	0.19	
Crit Moves:	****						****						****			
Green/Cycle:	0.16	0.55	0.00		0.00	0.39	0.39		0.00	0.00	0.00		0.39	0.00	0.39	
Volume/Cap:	0.74	0.39	0.00		0.00	0.51	0.74		0.00	0.00	0.00		0.74	0.00	0.48	
Delay/Veh:	51.0	13.3	0.0		0.0	23.6	30.6		0.0	0.0	0.0		28.9	0.0	22.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.0	13.3	0.0		0.0	23.6	30.6		0.0	0.0	0.0		28.9	0.0	22.9	
LOS by Move:	D	B	A		A	C	C		A	A	A		C	A	C	
HCM2kAvgQ:	6	7	0		0	8	14		0	0	0		15	0	8	

Note: Queue reported is the number of cars per lane.

BLOOMINGTON HOUSING PROJECT - 135614
FY 2015 W/ AMBIENT GROWTH & CUML PROJECTS WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 CEDAR AVE / I-10 EB RAMPS

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	6	Average Delay (sec/veh):	22.4
Optimal Cycle:	32	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	1	0	2	0 0	1	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	498	249		341	910	0		322	0	103		0	0	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	508	254		348	928	0		328	0	105		0	0	0	
Added Vol:	0	111	35		12	63	0		27	0	37		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	619	289		360	991	0		355	0	142		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	619	289		360	991	0		355	0	142		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	619	289		360	991	0		355	0	142		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	619	289		360	991	0		355	0	142		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.96	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		1.57	0.00	0.43		0.00	0.00	0.00	
Final Sat.:	0	5400	1800		1700	3600	0		2708	0	782		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.16		0.21	0.28	0.00		0.13	0.00	0.18		0.00	0.00	0.00	
Crit Moves:			****		****						****					
Green/Cycle:	0.00	0.27	0.27		0.36	0.63	0.00		0.31	0.00	0.31		0.00	0.00	0.00	
Volume/Cap:	0.00	0.42	0.59		0.59	0.44	0.00		0.43	0.00	0.59		0.00	0.00	0.00	
Delay/Veh:	0.0	30.1	33.4		27.6	9.5	0.0		27.8	0.0	30.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	30.1	33.4		27.6	9.5	0.0		27.8	0.0	30.3		0.0	0.0	0.0	
LOS by Move:	A		C	C		A	A		C	A		C	A		A	
HCM2kAvgQ:	0		5	8		9	8		0	6	0		9	0	0	

Note: Queue reported is the number of cars per lane.